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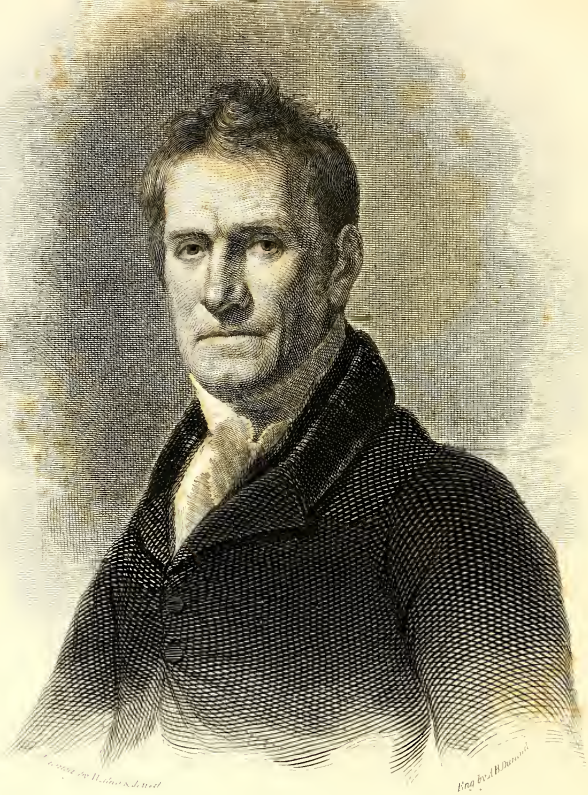

CADWALLADER D. COLDEN ESQ.

MEMOIR,

PREPARED

AT

THE REQUEST OF

A

COMMITTEE OF THE COMMON COUNCIL

OF

THE CITY OF NEW YORK,

AND

PRESENTED TO THE MAYOR OF THE CITY,

AT

THE CELEBRATION OF THE COMPLETION

OF THE

NEW YORK CANALS.

BY CADWALLADER D. COLDEN.

PRINTED BY ORDER OF THE CORPORATION OF NEW YORK,
BY W. A. DAVIS.

1825.

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PREFACE.

THE following Memoir was written by Mr. Colden, at the request of a Committee of the Common Council of the City of New York, made to him a few days previously to the arrival of the first Canal boat from Lake Erie.

It was presented to the Mayor of the City, on board the steam-boat Washington, one of the fleet which accompanied the Canal boat to the ocean, on the fourth day of November, eighteen hundred and twenty-five.

When the aquatic procession had arrived at a point in the Atlantic, south of Long Island, the Governor poured water, brought by the Canal boat from the Lake, into the sea. Doctor Mitchill, also, performed some ceremonies, and delivered the address, which will be found in a subsequent part of this volume.

The Recorder of the City, and the Committee of the Common Council, then requested of Mr. Colden the Memoir he had prepared at their desire. In presenting it to the Mayor, Mr. Colden said, he had not been unambitious of the part assigned him in the celebration, and wished he could have performed the duty more to his own satisfaction, and in a manner more deserving the honor of having his Memoir placed in the city archives.

That, in the Memoir, he had adverted to the circumstances of our country, previously to, and at the time the Canals were commenced, and had endeavoured to trace these great works to their origin, and in their progress to their consummation. That he had, also, attempted to anticipate their advantages and effects, not only in respect to our own State, but in regard to the Union.

That, since the Canals were projected, many subjects connected with them had arisen, which had excited great difference of opinion, and much feeling. These points, Mr. Colden said, he had, as far as possible, avoided; but, when he was obliged to notice them, he had endeavoured to divest himself of every kind of bias, and to observe the utmost impartiality and fidelity.

That he was, notwithstanding, fearful he might be subject to the charge of injustice, in having omitted to notice some persons,

whose claims to be mentioned as friends, and supporters of the Canals, are equal to those of many whose names appear in the Memoir. Mr. Colden said, if there were such omissions they proceeded from want of information; and, when it was considered how little time was allowed for inquiry on this subject, he hoped they would be excused; he trusted, also, he said, that the same consideration would entitle the Memoir to some share of that indulgence which, notwithstanding his best efforts, he was very conscious it would need.

MEMOIR.

DIRECTIONS

To Messrs. Wilson and Nicholls, Bookbinders, No. 2, Pine Street,

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NOTE.—The seal of the City to be impressed on the Books designated by the Corporation.

MEMOIR &c.

THE Oceans and the Mediterranean Seas of our Continent are united. Canals, extending more than four hundred miles, have been completed in little more than eight years, by the energies and resources of a single State, within the territories of which no white man had set his foot at the beginning of the seventeenth century.

Vessels, waterborne from the shores of Lake Erie, over the intervening hills and vallies, will meet ships from the Atlantic, at a point which, two hundred years ago, was surrounded by a wilderness, filled with savage tribes, hostile to each other.

They, like other human beings in the same uncivilized state, seemed to consider war as their natural condition, and had a proneness to treat every stranger as an enemy. Their ignorance and superstition led them to believe every thing supernatural, which was extraordinary. When they discovered the first European vessel approaching the land, apparently growing out of the ocean, and finally saw that there were human forms about it, they thought it their great Manitto with attending spirits, moving on their waters.

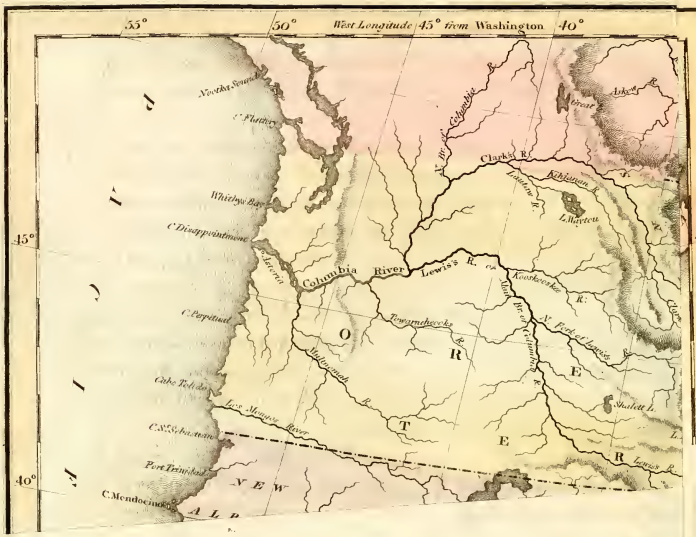
The meeting of the boats from the Lakes, and of vessels from the sea, will be near the spot, where he who discovered, and gives name to our magnificent river, landed in the year sixteen hundred and nine.

The first ground within the territory of this state, which Hudson touched, it is believed, was Coney Island.

How different will be the scene now presented, and that which he beheld!

We shall have around us the same great objects of nature: The seas—the beautiful bays—and our magnificent mountain river: But instead of the huts of savages, we shall have the abodes of a civilized, opulent, and a free people:—Instead of uncultivated wilds, we shall be surrounded by a country yielding all that is necessary to the comfort of man:—Instead of savages in their canoes, yelling with amazement, as when they first saw the vessel of Hudson, there will be magnificent barques, gorgeously decorated, bearing thousands of our fellow citizens, exulting in the accomplishment of a work which is an evidence, how immeasurably civilized, transcends savage man.

To celebrate an event in which the citizens of this state may justly feel so much pride, and which is so deeply connected with their interests, is to indulge very natural feelings—But it is a higher sentiment, Mr. Mayor, which has induced the honorable body over which you preside, to engage in the proposed celebration with so much zeal and liberality, and which will induce many thousands of our fellow citizens to unite with them on the occasion. The great work of improving or creating inland navigation in the United States has but commenced. In our own State there are a hundred paths over which navigable waters are yet to be led; and within our national territory, the field for such improvements is boundless and


55°
50°
West Longitude 45° from Washington
40°
45°
40°
Nootka Sound
C. Flattery
Whidbys Bay
C. Disappointment
Columbia River
C. Perpetua
Cabo Reliefo
Port Trinidad
C. Mendocino
Clarks R.
Lewis's R. or Multnomah R.
Multnomah R.
Tongue Rock
Lake Mexico
Rose
Ashcot R.
Ellerton
Rickleton R.
Quicksand R.
Wallamet R.
Skalet L.
NEW
ALB
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almost uncultivated. We shall rejoice in the completion of our canals, not only for our own sakes, but with the hope that the acclamations of our celebration will be heard by all who need encouragement to follow our example.

Nor do I think that we should be unwilling to confess, that upon this occasion we are desirous to attract the attention of foreign nations.—They have told us that our government was unstable—That it was too weak to unite so large a territory—That our republic was incapable of works of great magnitude—That these could only be performed where corporal labor might be commanded and enforced, not where it must be voluntary. But we say to them, see this great link in the chain of our union—in the great bond which is to bind us together irrefragably and for ever.—It has been devised, planned, and executed, by the free citizens of this Republican State. A work merely of pride and ostentation, it is true, could not be executed here. It would be as impossible to build the pyramids of Egypt on our soil, as it would be to float them to our shores; but works that are useful, and connected with the public good, will only have opponents, as we have seen in the progress of this great enterprise, so long as there are doubts and fears as to its character and practicability: but let these be determined, and the suggestions of patriotism will be better stimulants than the sceptres of despots.

Before I proceed in the course which I propose to pursue on this occasion, and which I will indicate, when I shall have the honor to put into your hands this Memoir, permit me to add a few words, in addition to what I have already said, in relation to the state of our country previously to, and at the time the canals were commenced.

It is, comparatively, but a short time since, all here was wild and savage. It is possible that the fourth generation from the discovery of

Done by the City of NEW YORK to accompany the Memoir of Cadwallader D. Colden.

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It is, comparatively, but a short time since, all here was wild and savage. It is possible that the fourth generation from the discovery of

New York, is not yet extinct;—It is possible that the great-grand-child of a man who saw Henry Hudson is yet living.

But short as the time is since there was any settlement of civilized man, on this part of the continent, even in that short time, the progress of civilization has been continually disturbed and retarded.

The Dutch claimed, and took possession of this part of the country, in virtue of its having been discovered by Hudson, while he was in their employ.

The settlements made by the Netherlanders were very insignificant; but new and feeble as they were, they were harassed by continual disputes, and sometimes wars; not so much with the savages, as with their civilized neighbours.

The Colony was involved in the contests between its mother country and the English, which terminated in sixteen hundred and seventy-four, when the New Netherlands were finally ceded to Great Britain.

From this time to the commencement of the Revolution, the Province of New York was involved in the wars in which England was almost uninterruptedly engaged, or its peace and prosperity was disturbed by intestine commotions.

The struggles between the French and English, for advantages in the fur trade, kept the Colonies continually embroiled with the savages. In the year sixteen hundred and ninety, these remorseless beings sacked and burnt Schenectady, and murdered most of the inhabitants.

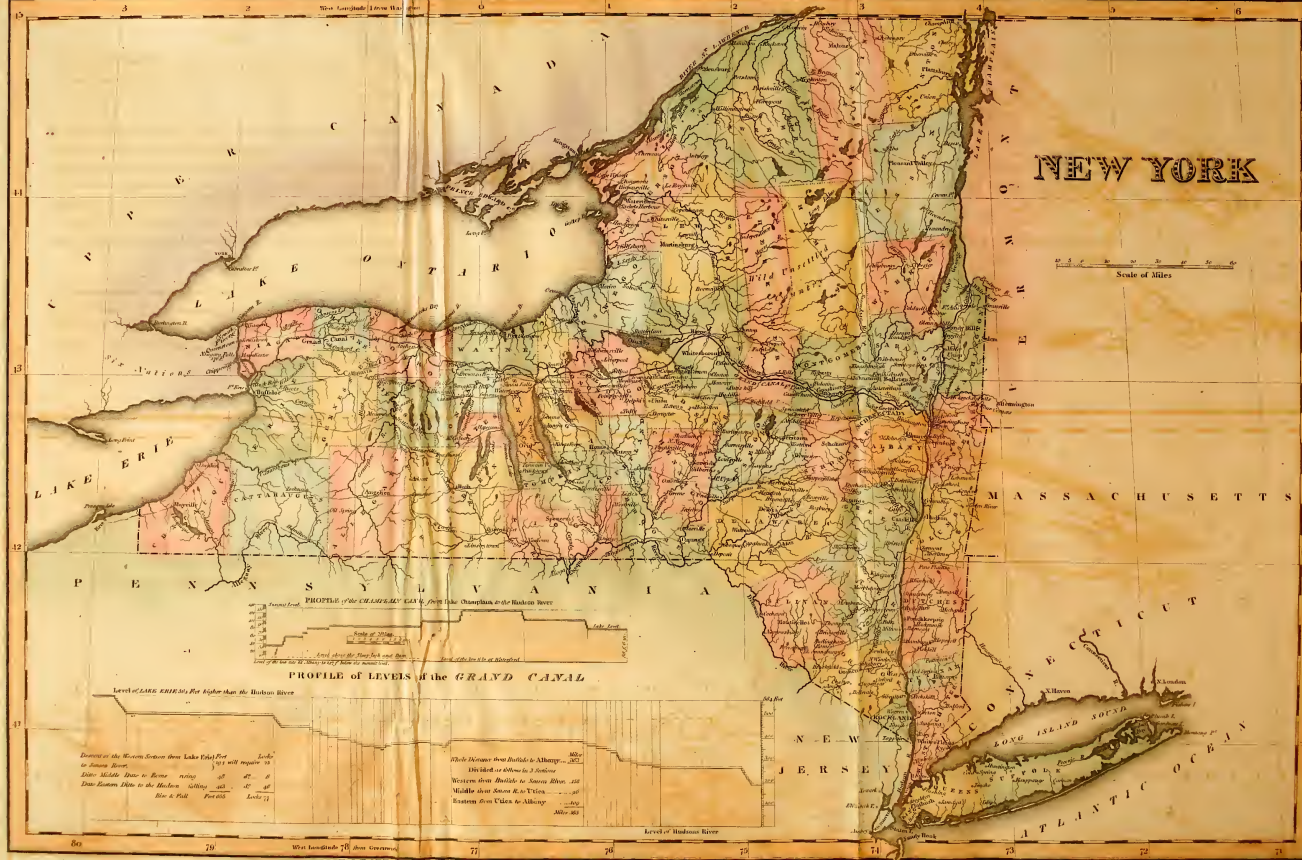
NEW YORK

C A N A D A
U P P E R
L A K E O N T A R I O
YORK
Gibraltar Pt
Burlington B.
Niagara R.
Grand
Canal
Johnson's
Gabriel's
Wentworth
Lloyds
Chapel
Orchard
Wesleyan
Methodist
Chapel
Lakeshore
N I A G A R A

At the commencement of the revolution, the population of the territory which now forms the State of New York, amounted to no more than one hundred and eighty thousand.

Notwithstanding the revolutionary war of eight years, the number of inhabitants increased, and at the peace in seventeen hundred and eighty-three, amounted to about two hundred thousand, not much exceeding the present population of the city. Yet in the year seventeen hundred and eighty-eight, when a treaty with the Indians was held at Fort Stanwix, the now beautiful, populous, and cultivated country through which the western Canal runs thither, from the shores of Lake Erie, contained not a single white inhabitant.

The nature of the Government, previously to our independence, was very unfavorable to the progress of improvements. No great work has been accomplished by colonists, at least in modern times. Perhaps the rule of Great Britain was as little oppressive to those she called her children, as that of any other parent state, yet the Colonial restraints and impositions then thought justifiable, were such, that the wonder is not, that we shook off our chains so soon, but that we endured them so long. It was not the mere right to tax her Colonies without their consent, which Great Britain claimed, that led to their revolt. The restrictions she imposed for the sake of her commerce were insupportable. The Colonies were not allowed to manufacture the produce of their own soil. They were obliged to send raw materials to England, that they might be returned by her manufacturers, charged with whatever they pleased to exact for profit. We can hardly believe at this day, that when we were under the dominion of our mother country, the noise of trip hammers and rolling mills, which are now every where heard in our mountains, would have been considered as treasonable sounds.


NEW YORK
Scale of Miles
PROFILE of the CHAMPLAIN CANAL from Lake Champlain to the Hudson River
PROFILE of LEVELS of the GRAND CANAL
Level of LAKE ERIE 364 Feet Higher than the Hudson River
Level of Hudson River
Done by the City of NEW YORK to accompany the Memoir of Cadwallader D.Colden.

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The vast and fertile regions of the west, with which we have opened communication by our Canals, were doomed to be a perpetual wilderness. The crown, and Colonial Governors, refused to make grants at any distance from the sea-board, lest they should become inhabited by a people who would feel but little respect for laws so much at enmity with their interest, and who would be out of the reach of coercion.

Ireland, though not a Colony, is treated as a dependency of England. Her population, in proportion to her territory, is greater, and her natural advantages are at least equal to those of the Island of Britain. Yet Ireland has only two or three Canals, of no great extent, while England has upwards of one hundred, extending more than twenty-four hundred miles.

Florida was for a long time a Colony of an European nation, which owned the mines of Chili, Mexico, and Peru. Had this Province continued subject to Spain, there is little reason to believe, that any part of the treasures transmitted from the new to the old world, or the resources which the genial climate and fruitful soil of this beautiful country might have afforded, would have been applied to opening a Canal through the Florida Peninsula. Within four years from the cession of this territory to the United States, a project for a Canal through it, from the Atlantic, to the Gulf of Mexico, is on foot, and on the point of execution.

Spain had also under its government the Isthmus which separates the Atlantic and the Pacific. Jealous of her Colonies, she did not encourage any attempt to form a communication between the oceans.

The spirit of liberty has spread its influence to every part of this continent. Independent governments are hardly established to the South, before it is proposed to unite the two great seas.

Do we not see in these expansions of the minds of men the moment they are set free, how far despotic governments confine the human faculties, and limit the happiness of a people? To use and enjoy the reason and power with which man is endowed by his Creator, he must have liberty and independence.

There is as much difference between man, the subject of a despotic government, and the citizens of a free representative republic, as there is between waters diverted to some artificial channel, and the deep current of Niagara, pouring through its natural course, irresistible, but by the hand of the Almighty.

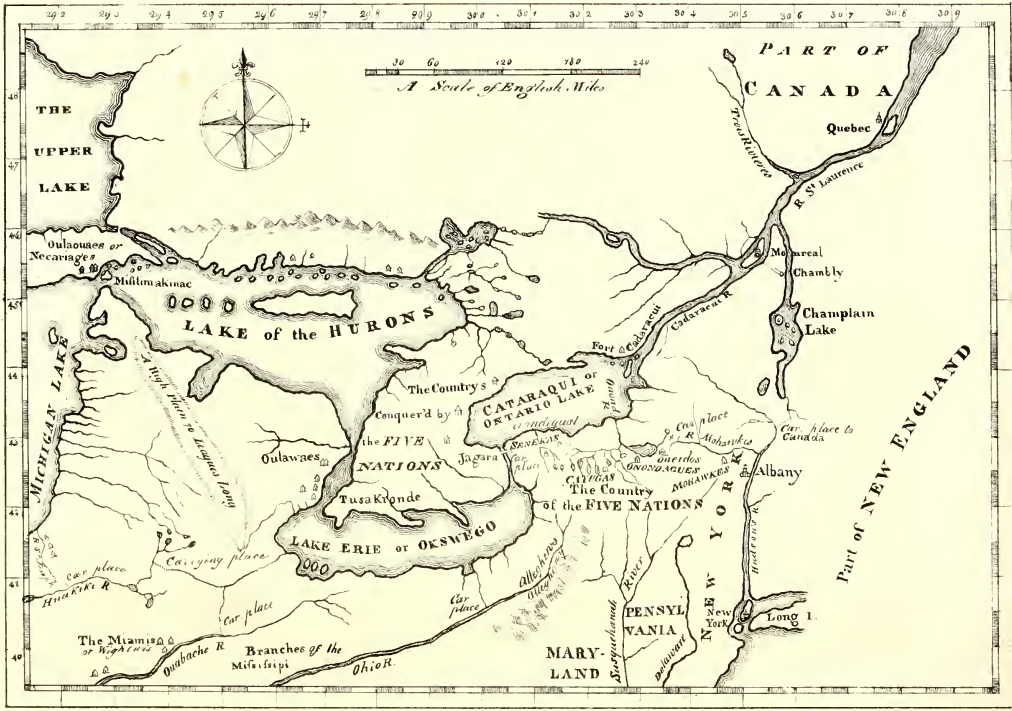
Let us suppose these objects accomplished.—Let us suppose the two great oceans united through the Isthmus of Darien—the Atlantic and the Gulf of Mexico through the Peninsula of Florida. Let us suppose the waters of the Lakes united with the Mississippi, as those of the Lakes are now with the Hudson. These will be the works of republican governments. When they are completed, which probably will be within a few years, we shall not fear to compare them with any thing that has been done in the old world, for the happiness of mankind. We may see in many countries works of the same nature, but their benefits are limited to the narrow spaces which they occupy, or at most, to the territory in which they exist; but the Canals we have accomplished, and those on the point of being executed, will affect the whole world. They will make an important change in the arrangement of the lands and waters of the earth, the effects of which will be felt by the whole human species. We know how much wealth is accumulated in Europe. We see "the gorgeous palaces, the cloud cap't towers," which are the pride and boast of its inhabitants. We turn to the history of the ages of the existence of its governments; we read of their wars—of the many fields covered with

their slain, and of their contests which have dyed the ocean with human blood, but we do not admit that these have given to those who have so long contemned our republican institutions, claims as the benefactors of mankind. But we acknowledge that the scientific institutions of the Europeans, the progress they have made in the arts and sciences, their cultivation of the human mind, deserve admiration. We do not forget that our fathers were from the other side of the great waters, and brought with them that spirit of liberty which has been transmitted through many generations, and has animated the Washingtons and Bolivars of the North and of the South. The historians, poets, men of learning and science, in the old world, are not more admired and revered on the soil which gave them birth, than they are in these distant regions. Whenever we estimate our political freedom and happiness, we remember how much of it we owe to the lessons we have learnt from our trans-atlantic ancestors; nor shall we ever refuse to admit, that the great works of art, the completion of which we are about to celebrate, and which seem so much in advance of our age as a nation, could not have been accomplished without the science and examples we derived from abroad.

We date our independence from seventeen hundred and seventy-six. But our existence as a nation must be calculated from the conclusion of the Revolutionary war in seventeen hundred and eighty-three. From that time the water communications between the Hudson and the Lakes Champlain and Ontario, seem to have attracted the attention of our citizens, with a view to open and improve them; though long previously the streams of the north and west and of the south, and the facility with which they might be united, had been noticed.

Quebec was founded by the French, the year before the North River was discovered by Hudson. When afterwards the English became

GRAND CANAL CELEBRATION.



Copy of a Map attached to Gov^r Colden's History of the FIVE INDIAN NATIONS

possessed of the trading establishments at Albany and Schenectady, the Wood Creek of Lake Champlain, and the Wood Creek of the Oneida Lake, were the routes by which, in peace, there was intercourse between the establishments on the Lakes and the Saint Lawrence, and those on the Hudson River. In times of hostility these water courses, and the intervening portages, were traversed by the armaments of the hostile Colonies, and were the war paths of their savage allies. Consequently, though the country between the Lakes, and the Saint Lawrence and the Hudson, was all wilderness, its topographical features were perfectly well known.

In seventeen hundred and twenty-four, the then surveyor general of the Province of New York, made a report to the Colonial Governor, in which he describes the water courses and carrying places between Albany and Montreal, by way of Lake Champlain, and between Albany and the Cataraqui Lake, which is now called Ontario, by the Mohawk River, and the river which runs into the Oneida Lake, with as much accuracy as they could be described at this moment. The carrying place between the Mohawk, and the stream which we now call Wood Creek, he describes as "a portage only three miles long, except," says he, "in very dry weather, when the goods must be carried two miles further." He then describes the passage down the Onondaga River, to the Cataraqui Lake, and shews that goods might be carried from Albany to that Lake by the Mohawk, the Oneida, and the Onondaga River, cheaper, and much more conveniently, than as they were then transported, to the mouth of the Oswego River by way of the Hudson, Lake Champlain, Montreal, and the River Saint Lawrence.

At the moment I am writing, I hear the cannon, which, at the termination of a line of five hundred and thirteen miles, repeats the signal, that the first boat from Lake Erie has entered the Western Canal, on her

way to this city. Who that has American blood in his veins can hear this sound without emotion? Who that has the privilege to do it, can refrain from exclaiming, I too, am an American citizen; and feel as much pride in being able to make the declaration, as ever an inhabitant of the eternal city felt, in proclaiming that he was a Roman.

This abrupt digression may be incompatible with the sober character a written memoir ought to preserve: but the excitement which so extraordinary and wonderful a circumstance occasions, I hope will excuse it.

I resume the course I was pursuing, which was to shew that long before the subject was brought before the Legislature of this State, and in very remote times, the near connection of the waters of the Hudson and the Lakes was well understood.

The historian of the Five Indian Nations informs us, that Governor Burnet erected a Fort and trading houses at the mouth of the Onondaga River, on account, says he, "of its water communications with the country of the Iroquois, and for the facility of transportation between the Lakes and Schenectady, there being but three portages in the whole route, and two of them very short." These, no doubt, were the carrying places, at the Little Falls, the Wood Creek, and at the Oswego Rapids.

Kalm, a Swede, who travelled in this country in the year seventeen hundred and forty eight, speaks of the near approach of the waters of the Hudson and the Saint Lawrence. Indeed, he seems to have supposed that there was a perfect communication from the former to the latter.

Carver, who traversed the Lake country in seventeen hundred and sixty-six, represents that a water passage between the Mohawk and Wood Creek was at that time effected at Fort Stanwix, by sluices.

In seventeen hundred and sixty-eight, Sir Henry Moore, in a Message to the Colonial Assembly, stated that "the obstruction of the navigation in the Mohawk River, between Schenectady and Fort Stanwix, occasioned by the falls of Conojoharie, had been constantly complained of, and that it was obvious to all who were conversant in matters of this kind, that the difficulty could be easily remedied by sluices, upon the plan of those in the great Canal of Languedoc in France, which was made to open a communication between the Atlantic ocean, and the Mediterranean."

I have made these few references to show that at a very early day, not only the Champlain route to Montreal, but what we now call the Ontario route to the Lakes, was perfectly well understood; and that it was well known that the water courses running westwardly and northwardly, and those running southwardly and eastwardly, were separated by low lands of very little extent. Any one that had traversed those portages, or heard them described, and knew that artificial water ways had been constructed in other parts of the world, must have thought of completing these water communications by Canals.

How much in vain, then, must it be to enquire who first thought of connecting the western and northern, and southern waters? We might as well attempt to ascertain who had the first idea of making a highway between New York and Albany, or between any other important establishments in our country. Many had opportunities of acquiring all the knowledge connected with the subject, and it is probable that the thought of water communications, where they are now made by the Western Inland Lock Navigation Company, was common to hundreds at the same time.

Could we pursue this enquiry with any prospect of success, it would be a futile labor. The discovery would be of no benefit to the community,

and but little more credit would be due to one to whom the original thought might be traced, if he did nothing towards executing the idea he had conceived, than if it had been a dream.

The revolutionary war had scarcely been concluded, when Washington saw in the improvement of the internal communications of this country, that, which, after her independence, most concerned her prosperity and happiness. The subject had occupied his mind before the revolution, we cannot ascertain at how early a date, but it is extremely probable that he was among those who first thought of the advantages and practicability of navigable water communications between the Lakes and the Atlantic. But no sooner had he sheathed his triumphant sword, and assumed the station of a private citizen, than he devoted himself to this object. In seventeen hundred and eighty-four he personally explored, not only what is now the route of the Champlain Canal, but the route which the Western Inland Lock Navigation Company adopted for their improvements. That is to say, the route by the Mohawk, Wood Creek, Oneida Lake, and Oswego River. This part of the life of General Washington, as written by Chief Justice Marshal, is so interesting, and so immediately connected with the subject which engages our attention, that I am convinced the following extract will be acceptable.

"To a person looking beyond the present moment, and taking the future into view, it is only necessary to glance over the map of the United States, to be impressed with the incalculable importance of connecting the western with the eastern territory, by facilitating the means of intercourse between them. To this subject the attention of General Washington had been in some measure directed in the early part of his life. While the American States were yet British Colonies, he had obtained the passage of a bill, empowering those individuals who would engage in the work, to open the Potomac,

so as to render it navigable, from the tide water to Wills' Creek. The River James had also been comprehended in his plan; and he had triumphed so far over the opposition produced by local interests and prejudices, that the business was in a train which promised success, when the revolutionary war diverted the attention of its patrons, and of all America, from internal improvements, to the great objects of liberty and independence. As that war approached its termination, subjects, which for a time had yielded their pretensions to consideration, reclaimed that place to which their real magnitude entitled them; and the internal navigation again attracted the attention of the wise and thinking part of society. Accustomed to contemplate America as his country, and to consider with solicitude the interests of the whole, Washington now took a more enlarged view of the advantages to be derived from opening both the eastern and western waters: and for this, as well as for other purposes, after peace had been proclaimed, he traversed the western parts of New England and New York. "I have, lately," said he, in a letter to the Marquis of Chastellux, a foreigner, who was in pursuit of literary as well as of military fame, "made a tour through the Lakes George and Champlain, as far as Crown Point; then returning to Schenectady, I proceeded up the Mohawk River to Fort Schuyler, crossed over to Wood Creek, which empties into the Oneida Lake, and affords the water communication with Ontario: I then traversed the country to the head of the eastern banks of the Susquehanna, and viewed the Lake Otsego, and the portage between that Lake and the Mohawk River at Canajoharie. Prompted by these actual observations, I could not help taking a more contemplative and extensive view of the vast inland navigation of these United States, and could not but be struck with the immense diffusion and importance of it: and with the goodness of that Providence who has dealt his favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them! I shall not rest contented until I have explored the western country, and traversed

those lines (or great part of them), which have given bounds to a new empire."

Scarcely had he answered those spontaneous offerings of the heart, which, on retiring from the head of the army, flowed in upon him from every part of a grateful nation, when his views were once more seriously turned to this truly interesting subject. Its magnitude was also impressed on others; and the value of obtaining the aid which his influence and active interference would afford to any exertions for giving this direction to the public mind, and for securing the happy execution of the plan which might be devised, was perceived by all those who attached to the great work a sufficient degree of importance, and who were anxious for its success. In a letter from a gentleman, (Mr. Jefferson,) who had taken an expanded view of the subject, who felt an ardent wish for its accomplishment, and who relied on funds to be advanced by the public for its execution, a detailed statement of his ideas was thus concluded:—

"But a most powerful objection always arises to propositions of this kind. It is, that public undertakings are carelessly managed, and much money spent to little purpose. To obviate this objection is the purpose of my giving you the trouble of this discussion. You have retired from public life. You have weighed this determination, and it would be impertinence in me to touch it. But would the superintendence of this work break in too much on the sweets of retirement and repose? If they would, I stop here. Your future time and wishes are sacred in my eye. If it would be only a dignified amusement to you, what a monument of your retirement would it be! It is one that would follow that of your public life, and bespeak it the work of the same great hand. I am confident, that would you either alone, or jointly with any persons you think proper, be willing to direct this business, it would remove the only objection, the weight of which I apprehend."

In the beginning of the autumn of seventeen hundred and eighty-four, General Washington made a tour as far west as Pittsburg; after returning from which, his first moments of leisure were devoted to the task of engaging his countrymen in a work, which appeared to him, to merit still more attention from its political, than from its commercial influence on the Union. In a long and interesting letter to Mr. Harrison, then Governor of Virginia, he detailed the advantages which might be derived from opening the great rivers, the Potomac and the James, as high as should be practicable. After stating with his accustomed exactness the distances, and the difficulties to be surmounted in bringing the trade of the west to different points on the Atlantic, he expressed unequivocally the opinion, that the rivers of Virginia afforded a more convenient, and a more direct course than could be found elsewhere, for that rich and increasing commerce. This was strongly urged as a motive for immediately commencing the work. But the rivers of the Atlantic constituted only a part of the great plan he contemplated. He suggested the appointment of commissioners of integrity and abilities, exempt from the suspicion of prejudice, whose duty it should be, after an accurate examination of the James and the Potomac, to search out the nearest and best portages, between those waters and the streams capable of improvement, which run into the Ohio. Those streams were to be accurately surveyed, the impediments to their navigation ascertained, and their relative advantages examined. The navigable waters, west of the Ohio, towards the great Lakes, were also to be traced to their sources, and those which empty into the Lakes to be followed to their mouths. "These things being done, and an accurate map of the whole presented to the public, he was persuaded that reason would dictate what was right and proper." For the execution of this latter part of his plan he had also much reliance on Congress; and in addition to the general advantages to be drawn from the measure, he labored, in his letters to the members of that body, to establish the opinion, that the

surveys he recommended would add to the revenue, by enhancing the value of the lands offered for sale. "Nature," he said, "had made such an ample display of her bounties in those regions, that the more the country was explored, the more it would rise in estimation."

The assent and co-operation of Maryland being indispensable to the improvement of the Potomac, he was equally earnest in his endeavours to impress a conviction of its superior advantages on influential individuals in that State. In doing so, he detailed the measures which would unquestionably be adopted by New York and Pennsylvania, for acquiring the monopoly of the western commerce, and the difficulty which would be found in diverting it from the channel it had once taken. "I am not," he added "for discouraging the exertions of any State to draw the commerce of the western country to its sea-ports. The more communications we open to it, the closer we bind that rising world (for indeed it may be so called,) to our interests, and the greater strength shall we acquire by it. Those to whom nature affords the best communications, will, if they are wise, enjoy the greatest share of the trade. All I would be understood to mean, therefore, is, that the gifts of Providence may not be neglected."

But the light in which this subject would be viewed with most interest, and which gave to it most importance, was its political influence on the Union. "I need not remark to you, Sir," said he, in his letter to the Governor of Virginia, "that the flanks and rear of the United States are possessed by other powers—and formidable ones too: nor need I press the necessity of applying the cement of interest to bind all parts of the Union together by indissoluble bonds—especially of binding that part of it which lies immediately west of us, to the middle States. For what ties let me ask, should we have upon those people, how entirely unconnected with them shall we be, and what troubles may we not apprehend, if the Spaniards on their

right, and Great Britain on their left, instead of throwing impediments in their way, as they now do, should hold out lures for their trade and alliance? When they get strength, which will be sooner than most people conceive, what will be the consequence of their having formed close commercial connexions with both or either of those powers? It needs not, in my opinion, the gift of prophecy to foretell. The western settlers (I speak now from my own observations,) stand, as it were, upon a pivot. The touch of a feather would turn them any way. Until the Spaniards (very unwisely I think) threw difficulties in their way, they looked down the Mississippi—and they looked that way for no other reason than because they could glide gently down the stream, without considering, perhaps, the fatigues of the voyage back again, and the time necessary for its performance; and because they have no other means of coming to us, but by a long land transportation through unimproved roads." Letters of the same import were also addressed to the Governor of Maryland, and to other gentlemen in that State. To a member of the National Legislature, he observed, "there is a matter which, though it does not come before Congress wholly, is, in my opinion of great political importance, and ought to be attended to in time. It is to prevent the trade of the western territory from settling in the hands either of the Spaniards or British. If either of these happen, there is a line of separation drawn between the eastern and western country at once, the consequences of which may be fatal. To tell any man of information how fast the latter is settling, how much more rapidly it will settle by means of foreign emigrants, who can have no particular predilection for us, of the vast fertility of the soil, of the population to which the country is competent, would be unnecessary: and equally unnecessary would it be to observe, that it is by the cement of interest alone we can be held together. If then the trade of that country should flow through the Mississippi or the Saint Lawrence: if the inhabitants thereof should form commercial

connexions, which we know lead to intercourses of other kinds, they would in a few years be as unconnected with us, as are those of South America. It may be asked how are we to prevent this? Happily for us the way is plain. Our immediate interests, as well as remote political advantages, point to it; whilst a combination of circumstances, render the present time more favorable than any other to accomplish it. Extend the inland navigation of the eastern waters—communicate them as near as possible with those which run westward;—open these to the Ohio;—open also such as extend from the Ohio towards Lake Erie,—and we shall not only draw the produce of the western settlers, but the peltry and fur trade of the Lakes, also to our ports—thus adding an immense increase to our exports, and binding those people to us by a chain which can never be broken."

At about the time that General Washington was exploring that part of our State, which was so well calculated for the improvement of internal navigation, the attention of the Legislature was directed to the same object. Christopher Colles, an inhabitant of the city of New York, who had been previously known for some important but unsuccessful enterprises for the public good, and who had, in the year seventeen hundred and seventy-two, given public lectures in Philadelphia, on the subject of lock navigation, in seventeen hundred and eighty-four, proposed to the Legislature to improve the navigation of the Mohawk. His enterprise was thought too mighty for the public resources, but the Legislature gave Mr. Colles some encouragement, by offering to secure to him and his associates, for ever, the profits which might arise from transportation on the river. The next year, on the reiterated application of Mr. Colles, the Legislature granted him one hundred and twenty-five dollars, to enable him to make an essay towards the execution of his plan. This he seems to have done; and, in the same year he published proposals for establishing a company

to improve the inland navigation between Oswego and Albany. In this publication, Mr. Colles very forcibly anticipated all the advantages which a water communication with the Lakes would afford. He evinces his knowledge of the country, by representing that "the Allegany mountains, which pass through all the States, seem to die away as they approach the Mohawk River; and the ground," says he, "between the upper part of this river, and Wood Creek, is perfectly level."

Mr. Colles was again before the Legislature with his plan, in seventeen hundred and eighty-six, and it seems to have met with their approbation; but nothing important or effectual was done by Mr. Colles. He lived till within a few years. The difficulties he met with seem to have subdued his enterprise. Though his plan for connecting the northern and southern, and eastern and western waters, was revived in seventeen hundred and ninety-one, it does not appear that Mr. Colles had any connection with it. We may all remember him as the projector and attendant of the telegraph, erected during the late war, on Castle Clinton. Genius and talents, much above the sphere in which he seems to have moved in the latter part of his life, could not rescue him from obscurity and poverty: but it would be ungrateful to forget him at this time. No one can say how far we owe this occasion, to the ability with which he developed the great advantages that would result from opening the communications with the Lakes; to the clear views he presented of the facility with which these communications might be made; and to the activity with which he for some time pursued his object. His contemporaries have not been insensible of his merits, and have preserved a portrait of him, by Jarvis, in the Gallery of the Historical Society.

Governor George Clinton, in his speech to the Legislature, on opening the Session of seventeen hundred and ninety-one, referred to the subject

of internal improvements in the following language. "Our frontier settlements, freed from apprehensions of danger, are rapidly increasing, and must soon yield extensive resources for profitable commerce. This consideration forcibly recommends the policy of continuing to facilitate the means of communication with them, as well to strengthen the bonds of society, as to prevent the produce of those fertile districts from being diverted to other markets."

In the same Session the Legislature passed "an act concerning roads and inland navigation," by which the commissioners of the land office were directed to cause the grounds between the Mohawk River and Wood Creek, in Herkemer county, and between Hudson River and Wood Creek, in Washington county, to be explored and surveyed. The commissioners were also required by the act, to report an estimate of the expence of making Canals between these points. In the same year, the surveys which the act required were made; and in January, seventeen hundred and ninety-two, a report of the commissioners was communicated by George Clinton, the then Governor, by a Message, in which he considers the practicability of effecting the object of the Legislature, at a very moderate expence, as ascertained. He expresses a hope that a measure of such importance, not only to the agriculture and commerce of the State, but even to the influence of the laws, will continue to demand due attention.

The Members who appear to have taken the most active part in these Legislative transactions, were Mr. Adgate, Mr. Williams, Mr. Livingston, and Mr. Barker.

There were, also, many citizens not in the Legislature, who had previously to this time greatly interested themselves in promoting this important measure. These ought to be named on this occasion, but I

fear I have not the information which will enable me to do justice to all. General Schuyler deserves to be first mentioned. Distinguished by the force and energy of his character, for his abilities, acquirements, and enterprise, he was one of the earliest, most strenuous, and most able supporters of improvements in our internal navigation. It has been justly said that he was the master spirit which infused life and vigour into the whole undertaking. Mr. Elkanah Watson had, as early as the year seventeen hundred and eighty-eight, attended an Indian treaty at Fort Stanwix. The view, he at that time obtained of the country, impressed him with the practicability and advantages of the water communications which Mr. Colles had, several years previously, explored and described in his publication above noticed. Of Mr. Colles's proceedings Mr. Watson appears to have had no knowledge. Mr. Watson transcribed the ideas he entertained on this subject, in a journal he kept at the time, extracts from which he published in eighteen hundred and twenty, in a work entitled, "A History of the Rise, Progress, and existing Condition of the Western Canals." This publication is avowedly made by Mr. Watson, with a view to vindicate his claims "to the exclusive honor of projecting the Canal policy" of the State of New York.

In the same year that the act of the twenty-first of March, seventeen hundred and ninety-one, was passed, for surveying the contemplated routes, Mr. Watson made a journey in the western part of the State. All his views of the water communications (which had been previously proposed by Mr. Colles) were confirmed and strengthened, and he employed his pen in writing and publishing essays, which, no doubt, had an important influence on public opinion in favour of Canals. He also published, in the work last referred to, his journal of this tour.

These private journals of Mr. Watson, by some means unknown to him, as he states in the preliminary remarks to his History of the Canals, were obtained by the London booksellers, and published by them, previously to seventeen hundred and ninety five; and were, to the astonishment of Mr. Watson, referred to by Mr. Phillips, in his History of Canals; the first edition of which was published about thirty years ago.

In consequence of the favorable report of the commissioners, appointed by the act of seventeen hundred and ninety-one, and the recommendations of the Governor, the act of seventeen hundred and ninety-two, by which the Western Inland Lock Navigation Company, and the Northern Inland Lock Navigation Company were incorporated, was passed. This act, it is said, was drawn by General Schuyler. He, and about fifty others of the most respectable and influential citizens of the State were members of the company. Mr. Thomas Eddy, who was an early, zealous, and active friend of internal navigation, was not named in the act, but was elected a member and director the year after the company was incorporated. General Schuyler was chosen President, and he, Messieurs Eddy, Jeremiah Van Rensselaer, Barent Bleecker, Elkanah Watson, and Robert Bowne, were among the most active members.

The object of the Western Inland Lock Navigation Company was to improve the navigation, and to open communications, by Canals, to the Seneca Lake, and Lake Ontario. The other company was empowered to open a lock navigation between the Hudson and Lake Champlain. This latter company did something to improve the navigation of the natural water courses to the north, but was dissolved without having made any Canal, and without having effected any thing of great importance.

So Herculean a task did it then appear to construct a Canal, that the Western Company were allowed fifteen years to accomplish their work; though it was known that the Canalling which they would have to perform would extend only a few miles.

But the company did not avail themselves of this long indulgence. In the year seventeen hundred and ninety-six, they completed the Canal at the Little Falls, of about two miles and three-fourths in length, with five locks; and a Canal of one mile and a quarter at the German Flats; and in seventeen hundred and ninety-seven, a Canal from the Mohawk to Wood Creek, of one mile and three quarters: in all less than seven miles, with nine locks. Some years afterwards they constructed several wooden locks on Wood Creek. All the works which are above enumerated, and which, at the time, were thought very great, and which were so many years completing, might now be done in six weeks. Our great canals with all their locks, aqueducts, culverts, bridges, and every thing that belongs to them, have been executed at the rate of more than a mile in a week.

The Western Company after their principal works had been constructed and once rebuilt, when it was found that they must be again reconstructed, obtained the assistance of Mr. Weston, an engineer, from Europe, of eminence in his profession. He built the existing locks of the Western Company. When their improvements were so far completed as that a boat might pass from Schenectady into the Oneida Lake, they had expended more than four hundred thousand dollars. This great expenditure obliged them to charge such heavy tolls, that their Canals were but little used; land carriage, and the natural rivers, being generally preferred.

The old locks, at the Falls, now form part of a communication from the Erie Canal, into the Mohawk River. When we stand on the lofty

and magnificent stone aqueduct which is thrown over the Falls, or on the terrace which supports the western Canal,—midway the precipitous rocks on the south side of the river, we look down on the old Canal, passing below the new structure, creeping at our feet, through its narrow channel and straightened locks.

At this point there is a combination of the beauties of nature and of art, seldom to be met with. When the latter excite the admiration of an American citizen, he must find, blended with his feelings, something of pride arising from the reflection that their existence is owing entirely to the genius of his countrymen.

The prospect of a water communication from the Hudson to Lake Ontario suggested the advantages of a like communication from that Lake to Lake Erie. With a view to the establishment of this desirable object, an act was passed in seventeen hundred and ninety-eight, incorporating the Niagara Company.

The design of those who formed this association, was to make a Canal, with locks, round the cataract of Niagara.

This project, in preference to that which has been executed, has had its advocates till a very late day. It is impossible to say, when we are looking for the dawnings of the idea of an artificial water communication between Lake Erie and the Hudson, whether those who first anticipated such a connexion, and have mentioned it in their writings, did not contemplate this as the route by which the communication would be effected, rather than that it would be made on the line occupied by the Canal which now exists.

But this act of seventeen hundred and ninety-eight, and the project of locking round the Great Falls, to which it was intended to give effect, seem very convincing proofs, that, up to this time, no person had thought of an inland lock navigation, directly from Lake Erie to the Hudson. Indeed, I may say, that up to the time when this act was passed, I have not found, in any thing written upon the subject, a single syllable intimating that the idea of such a Canal had been conceived by any human being. It unquestionably had not entered into the minds of either of the companies incorporated in seventeen hundred and ninety-two. The views of the Western Inland Lock Navigation Company, certainly, extended no further than to improve the natural water-courses between the mouth of the Onondaga River and the Mohawk, and to connect them by the short cuts which were necessary for that purpose. To use Mr. Watson's own expressions, who was one of the Western Company, "the utmost stretch of their views was to follow the track of nature's Canal, and to remove natural or artificial obstructions; but they never entertained the most distant conception of a Canal from Lake Erie to the Hudson. They would not have considered it," continues Mr. Watson, "much more extravagant to have suggested the possibility of a Canal to the moon."

The efforts of this company, on the Mohawk, had proved so expensive, and so little encouraging, that they shrunk from an attempt to complete their original design, by extending their work to Lake Ontario. In eighteen hundred and eight, they surrendered so much of their grant as gave them any privileges beyond the Oneida Lake. And, subsequently, when the Legislature had determined on executing the northern and western Canals, they ceded to the State, for a sum much less than they had expended, all their privileges and works.

But, although, those who were connected with these navigation companies, and who encouraged and promoted the objects of these associations, cannot justly claim, indeed never have claimed, the merit of projecting the great Canals, yet we should do them great injustice did we not acknowledge that we owe a great deal to their genius and enterprise. Their ill success, it is true, for some time damped the spirit of improvement, yet their efforts roused the public attention, and induced inquiries and investigations which have led to the great works, the accomplishment of which we are about to celebrate.

The very peculiar character of the country about our great Lakes was very early known. It was seen that the Saint Lawrence, the Lakes, and the Mississippi, lay in a great valley, extending from the Bay of Labrador, to the Gulf of Mexico.

Monsieur de la Salle, who, in the year sixteen hundred and sixty-nine, first explored the Mississippi from the Lakes, found that the waters of Lake Michigan, and of the rivers which run to the south, nearly approximated. It was afterwards ascertained that at certain seasons they were united, and that the intervening waters might be navigated by boats of considerable burthen. The near approach of the western waters of this State and of Lake Erie, was also conjectured, if not known, at a very early day. In the Report before mentioned, made by the Surveyor General of the Province of New York to Governor Burnet, in seventeen hundred and twenty-four, after having mentioned the communication into Lake Ontario by the Onondaga River, he says:—"Besides the passage by the Lakes, there is a river which comes from the country of the Senekas, and falls into the Onondaga River, by which we have an easy carriage into the country, without going near the Cataraqui Lake. The head of this river goes near the Lake Erie, and probably may give a very near passage

into that Lake, and much more advantageous than the way the French are obliged to take by the great falls of Jagara."

It must be recollected that these, or similar passages, are not cited to prove that there were in the minds of the authors, ideas of a Canal over the routes to which they refer; but the object in noticing these speculations is, to shew that, when Canals became afterwards more known and practised, such descriptions of the country and its waters, may very naturally have suggested the possibility of making Canals in situations so well adapted to them. These ideas might, and probably did, arise in the minds of many contemporaneously; and that, therefore, it would be vain to endeavour to discover who first suggested the practicability of making the western Canal; upon which so much is now said, only because it has heretofore been a subject of such earnest inquiry and discussion.

We have seen, from the pamphlet published by Christopher Colles, in seventeen hundred and eighty-five, that as early as at that day, the extraordinary adaptation of the country, on our western borders, for water communications, had been perceived. His expression that "the Allegany mountains died away, as they approached the Mohawk," shews that he had some idea of the path which nature has provided for the great western Canal. It was known too, long before that project was undertaken, that the waters of Lake Erie, lying above the Great Falls, must be higher than the waters of the Hudson. In a communication from Mr. Charles Thompson, who was so long Secretary of the Continental Congress, to Mr. Jefferson, which the latter has appended to his Notes on Virginia, published in seventeen hundred and eighty-seven, Mr. Thompson supposes, that if the barriers of the Niagara River were, by any convulsion of nature, to be torn asunder, the country below would be deluged.

It must have been seen, also, that many of the interior Lakes were so high, that their outlets traversed the path which the Canal now occupies.

It is worth while to stop here to remark, that the location of several of these minor Lakes, gives a character to our western Canal, which is very peculiar. Generally, Canals have been made to form connections over ridges, dividing seas, or natural navigable channels, and commonly pass near the sources of the water-courses by which the Canals are to be supplied, and, therefore, one of the greatest difficulties in their construction, and one that frequently leads to enormous expences, is to obtain a sufficient supply of water, and to economise that element. But our western Canal passes through a valley, and intercepts, near their points of discharge into the great Lakes, water-courses, supplied by inexhaustible sources, and owing to the supplies being drawn from natural reservoirs, of great magnitude, it has not been necessary to construct an artificial one, for either of the Canals, through their whole extent of more than four hundred miles.

These very extraordinary features of our country, would very probably suggest to any person acquainted with them, the idea of making water communications over the grounds which are now occupied by the Canals. As the country was cleared of forests, and became inhabited, its topography was better known, and very probably from a suggestion that a continued Canal from Lake Erie to the Hudson, (in which the person who made it may have had no confidence.) the subject has been revolved in the minds of many, till it was found deserving consideration, and finally, to be worthy of serious examination; the favorable result of which led to the determination to execute the project.

No one seems to have had an earlier or a more vivid conception of the features of the country, between the Hudson and the western Lakes, which fitted it so peculiarly for Canal navigation, than the late Mr. Gouverneur Morris. The Lakes, the rivers, the vallies in which they lie; the advantages and profit to be derived from extensive inland water communications, and their political influence, were subjects suited to the great mind of Mr. Morris, and inspired those enthusiastic anticipations which his pen has left us.

Previously to the year eighteen hundred, he does not appear to have had any definite idea of a Canal extending beyond Lake Ontario. In a letter of that time, to Mr. Lee, he seems to fix that as the point to which he thought it was practicable to open a Canal. But at about the same period, in a letter to an European correspondent, he expresses his belief in the practicability of enabling ships to sail from London, through the Hudson, into Lake Erie.

In eighteen hundred and three, in a conversation with Simeon De Witt, Esquire, the present Surveyor General, who deserves to be ranked among the early and zealous friends of the Canals, Mr. Morris spoke of the possibility of "tapping Lake Erie." But yet it is very uncertain whether Mr. Morris's idea was, at these times, that a Canal might be made directly from the Hudson to that Lake. He might have conceived, that a ship from London would sail into Ontario by the Canal, which had then been so long thought of; and from thence, into Erie by the locks round the Falls, which were contemplated by the act of seventeen hundred and ninety-four: and he might have conceived the possibility of tapping Lake Erie, by leading its waters in the same course. But, subsequently, and particularly at about the time the project of mak-

ing a Canal from Lake Erie to the Hudson, first attracted the attention of the Legislature, Mr. Morris became one of its most active and able advocates.

In eighteen hundred and seven, Mr. Jefferson, then President of the United States, proposed to Congress to devote so much of the national revenue, as the exigencies of the government did not require, which he calculated would be very large, to making roads and Canals. That part of the Message of the President, which related to these subjects, was referred to the Secretary of the Treasury, Mr. Gallatin, who, in eighteen hundred and eight, made a very able report; but the possibility of a Canal, from Lake Erie to the Hudson, had not occurred to him; or, if it had, he did not perceive its advantages so far as to be induced to mention it among those which he recommended, as deserving the consideration of the Government.

This Message of the President was well calculated to awaken the attention of the respective States, to the advantages they possessed for internal navigation.

Mr. Jesse Hawley, in the fall of eighteen hundred and seven, published a number of pieces under the signature of "Hercules," in which he advocated, with great ability and force, the construction of a Canal from Buffalo to Utica, and proposed very nearly the same route which is now occupied by the western Canal. We cannot doubt but that these able essays had a great influence on the public mind.

Mr. Geddes, who, from the beginning, has had so large and active a part in planning and executing the Canals, in the year eighteen hundred and

eight, intimated, that it was the opinion of many, that a Canal might be made from Erie to Rome. Mr. Elliot, who was afterwards one of the commissioners, in a letter to the Surveyor General, written in July, eighteen hundred and eight, very strongly recommends a communication to Lake Erie, in preference to the Ontario route.

In the Session of eighteen hundred and eight, Mr. Joshua Forman, a Member of the Assembly from Onondaga county, proposed, in that body, a concurrent resolution to direct a survey to be made "of the most eligible and direct route of a Canal, to open a communication between the tide waters of the Hudson River and Lake Erie." This is the first Legislative proceeding, of which there is any trace, that had reference to a Canal from the Hudson to Lake Erie.

This resolution was adopted, and subsequently, by a joint resolution proposed by Mr. Gould, in the Senate, the Surveyor General was directed to cause the survey, contemplated by Mr Forman's resolution, to be made; but so limited were the views the Legislature, at this time, had of the great work in which they were about to engage, that they appropriated for the object of the resolution, no more than the sum of six hundred dollars.

The Surveyor General employed Mr. Geddes, who has been before mentioned, to make this survey. He performed the duty with great intelligence; and in January, eighteen hundred and nine, made a report in favour of the practicability of a route, directly from Lake Erie, which evinces how fortunately the agent had been selected.

Mr. Geddes conceived the possibility of running the Canal on the tops of the ridges which occupy the Irondequot valley; a project which

would not have occurred to any but an engineer of great boldness and comprehension.

Mr. Geddes's report was made to the Surveyor General, and was by him communicated to the Legislature. But nothing appears to have been done, till in March, eighteen hundred and ten, when Jonas Platt, Esquire, then a member of the Senate, who has been among the foremost, on so many occasions, to encourage and support this great enterprise, proposed, in that body, a resolution which was unanimously adopted by the Senate, and concurred in by the Assembly, to appoint Gouverneur Morris, Stephen Van Rensselaer, William North, Thomas Eddy, and Peter B. Porter, "commissioners to explore the whole route for inland navigation, from the Hudson River to Lake Ontario, and to Lake Erie."

The Legislature had before them, at that Session, memorials from many citizens in different parts of the State, representing that Canada was attracting the greatest part of our internal commerce, in consequence of the facilities which were afforded by water communications, to transport commodities to her markets. These representations, no doubt, had their influence, but the above resolution, it appears, was brought forward by Judge Platt, at this time, on the suggestion of Mr. Thomas Eddy, the gentleman before mentioned, who had taken so active and leading a part in the concerns of the Inland Lock Navigation Companies, and who was so long the zealous and active friend of the Canals. Judge Platt and Mr. Eddy engaged our present Governor, De Witt Clinton, who was then also a member of the Senate, to support Mr. Platt's proposition. From that time, Mr. Clinton has been the able, constant, indefatigable, and undaunted advocate and supporter of these great works.

They also found, at about this time, an able advocate in the late Doctor Hugh Williamson.

The memory of this distinguished citizen will be preserved, not only by his History of North Carolina, and other works which he published, but by a Biographical Memoir, written by Doctor David Hosack.

Doctor Williamson, in eighteen hundred and ten, wrote an essay, entitled "Observations on Navigable Canals;" also, "Observations on the Means of preserving the Commerce of New York;" and, "Additional Observations on Navigable Canals;" all of which had reference to the Canals of New York, and are preserved in the Medical and Philosophical Register. In the Biography Doctor Hosack remarks, that "Doctor Williamson was among the first of our citizens who entertained correct views as to the practicability of forming a Canal to connect the waters of Lake Erie with Hudson River; and the importance of this great work so engaged his feelings, that besides the papers already mentioned on Canal navigation, he published a series, on the same subject, under the signature of Atticus. These papers were so well received, that many thousand copies have been circulated through the medium of newspapers, and the pamphlet has itself been several times reprinted."

In the summer of eighteen hundred and ten, the above named commissioners explored the whole route, from the Hudson to Lake Erie; and, at the Session of eighteen hundred and eleven, they made their first report, which was drawn up by Mr. Morris, who acted as President of the Board.

It proposed a project which, although the report was signed by all the commissioners, it is understood was entirely his own. It was to bring

the waters of the Lake on one continued uninterrupted plane, with an inclination of six inches in every mile, to a basin, to be formed near the margin of the Hudson, from whence there was to be a descent by a great number of locks. This project was thought by many to be impracticable; and its having been presented as a plan, which the commissioners recommended, was calculated to retard the enterprise; but the report bears testimony to the genius, and the eloquence of the writer.

Immediately on the receipt of this report, Mr. Clinton brought in a bill, which was passed on the eighth of April, eighteen hundred and eleven. This was the first law passed on the subject of the great Canals. It added Robert R. Livingston, and Robert Fulton, to the former commissioners, and charged the Board with the consideration of all matters relating to the navigation between the Hudson and the Lakes. It authorised them to apply to other States, and to Congress for co-operation and aid; to ascertain if loans could be procured; and to treat with the Inland Lock Navigation Companies, for a surrender of their rights and interests.

The Legislature was induced to give the commissioners power to apply to Congress, because reliance was placed on receiving the assistance which the message of Mr. Jefferson, of eighteen hundred and seven, and the report of Mr. Gallatin, although he had not mentioned the Erie Canal, seemed to promise to enterprises of this nature.

The commissioners, pursuant to the powers given them by the last mentioned act, applied, in the ensuing year, to the general Government, to afford some aid to a project, no less interesting to the nation, than to the State in which it was to be executed. Two of the commissioners, Mr. Morris and Mr. Clinton, attended at the seat of the National Government, to promote the success of this application. It was not re-

jected, but it met with no great favor. It was thought that nothing could be done for New York, that was not done for the other States, and the negociation of the commissioners ended in a proposition brought before the House of Representatives, by a committee of that body, to appropriate to each State certain portions of the public lands, to be applied by the respective States, to the improvements of their internal communications. But the Bill reported by the committee, was never acted upon in the House.

There was at that time, however, no question but that Congress had power to afford assistance, if it were their pleasure to do so; and there was no little disappointment when, in eighteen hundred and seventeen, it was understood that Mr. Madison conceived that the constitution would not permit an appropriation of any part of the national funds or means to these purposes.

This disappointment was the greater, because no objection had been made by the Executive, to several Acts of Congress, appropriating very large sums of money, for making a road through parts of Maryland, Virginia, and Pennsylvania, and for similar objects elsewhere. It was not very well understood how the Constitution could allow an appropriation for roads, and not permit it for a water highway.

But most happily for us, this objection prevailed so long as the State of New York needed the aid of the General Government; and most happily for every other State in the Union, these scruples have since entirely subsided. We have been so fortunate as to complete our Canals without any extraneous aid, and we are gratified that the other States, in enterprises similar to ours, will be aided by funds from the National Treasury, and will have the assistance of the distinguished foreigners and

natives, who are employed in the engineering departments of the General Government.

But we have yet one humble petition to make to Congress. That having made our Canals without their interference, they will be pleased to leave us to enjoy them: and that they will not sanction any such pretension, as was of late made by some of their revenue officers, that our Canal boats, traversing our hills and vallies, in an artificial channel made by ourselves, entirely within our own territory, hundred of miles from the sea, and six or seven hundred feet above its level, were engaged in the coasting trade of the United States; that they must therefore take custom-house licences, and pay a tax to the General Government.

An Act of Congress has been passed, exempting boats employed wholly on the Canals from the necessity of paying this tax, yet the claim of a right to impose it seems to be reserved. But so long as any respect for State sovereignties remains; so long as the confederacy is considered of any value, and so long as there is any regard for the peace of the Union, it is hoped there will be no attempt to enforce this, or any similar claim.

The Canal commissioners, pursuant to the authority given to them by the Act of eighteen hundred and eleven, made application to other States, and among them to our younger sisters, Vermont, Kentucky, and Ohio, proposing to them that, as they would enjoy the benefits of the contemplated improvements in the means of internal communication, they would also participate in the expence? We are not aware that any answer to this invitation of the commissioners was returned by any State but Ohio. She made a very kind and complimentary answer, in the form of a Resolution of her Legislature. The substance of which was, that we had her best wishes; that she knew very well she would be greatly benefited if

our enterprise should be executed, but that she was well assured we could do it ourselves; that she was very young and not rich; she, however, testified her disposition to serve us so far as her resources would justify, if she approved, when made known to her, the plan we proposed to adopt.

Fortunately we have had no occasion to remind Ohio of this engagement, and every friend of internal improvements, must rejoice that no part of her resources have been diverted from the great work in which she is now so nobly engaged. When it is accomplished, as undoubtedly it will be, in a very short time, she need not fear to compare it with any thing of the same nature which has been achieved in this or any other part of the world. When it is considered that the population of her territory in seventeen hundred and ninety, did not exceed three thousand souls, her Canal, when it is completed, will be a stronger evidence, than the world has yet afforded, of what can be done by the moral energies of a free people, guided by wise, enterprising, and magnanimous counsellors.

By opening a channel between Lake Erie and the trans-Allegany navigable waters, Ohio will render us infinitely a greater service than she could have done by any contribution to our funds. She will not lay out a dollar on her Canal, that will not be nearly of as much advantage to us as to herself. It would be to our interest to open the communication on which Ohio is now engaged, at our own expence, and to let it be a free passage, rather than it should not be done. We could not employ the large surplus funds, which our Canals will afford, more to our own advantage, than by anticipating them, and making loans to Ohio, if she should need such assistance.

When there is a Canal communication between the waters of the Ohio and the Lakes, a person may travel in a vessel from New Orleans to New York, and pass the Allegany mountains by water.

Had this been predicted only ten years ago, and the prediction been credited, we should have looked for some great convulsion of nature, by which the lands and the waters on the face of the earth would be displaced. It would never have been believed that the hands of man could effect so mighty a change.

It is not only Ohio that our example has stimulated and our success encouraged, but every State in the Union is projecting artificial water communications. Our interest, as well as our feelings, are united in our wishes for their success. We do not forget that the State of New York is but a member of the great political family, and that our welfare is intimately connected with the prosperity of the whole. But as respects our own particular interest, we must wish to promote the improvement of inland navigation in every part of the Union; for it is certain that no Canal can be opened in the United States, which will not be a benefit to us. However remote, it will be a channel through which commerce will be attracted by our great emporium, the local situation of which precludes a rival. If any part of the produce of our own State should be drawn from us, it will be because elsewhere it will find a more profitable market. The object of all our improvements is the advantage of our citizens, and if some should find the greatest profit in trading to places without our territory, yet it must be for the general good of the State; the prosperity of which depends on the welfare of its inhabitants. If communities can be so connected as that no jealousies or separate interests can arise between them, the Ohio and New York Canals are bonds that will unite these two States in perpetual amity.

In eighteen hundred and twelve a second report was made by the Board of Commissioners, to the Legislature. And at that Session an Act was passed, authorising the commissioners to borrow, on the credit of the State, five millions of dollars, to be applied to the execution of the Canals.

From this time, till the conclusion of the late war with Great Britain, little appears to have been done towards carrying into effect the then existing Canal laws. But in the mean time, that is, in March, eighteen hundred and fourteen, the commissioners presented another report, in which they reiterated their opinion that the Canals were practicable; that the State could command competent resources, and warmly urged the execution of the project. The attention of the Legislature, however, was engrossed by the then existing war. In consequence of the disarrangement of the national finances, the State of New York was obliged to employ its funds on objects which properly belonged to the general Government; and besides, a very considerable opposition had arisen to the improvement of our inland navigation, upon the great scale which the commissioners had proposed. Many believed in the impracticability of the project; others, who admitted that it might be accomplished, thought the work too mighty for the power and resources of the State.

It was also unpropitious to the adoption of the great design, that the friends of improvements in internal navigation differed in opinion as to the course which ought to be pursued; some thinking that the Ontario route, which has been before explained, should be preferred to carrying the Canal directly to Lake Erie. Under the influence of these feelings and opinions, the Legislature, in the Session of eighteen hundred and fourteen, repealed that part of the then existing law, which empowered the commissioners to borrow five millions of dollars.

However dissatisfied the friends of the Canals were with this repeal, it has turned out to be one of those measures which though they appeared unpropitious at the time, we now see were most fortunate. The war prevented the employment of a foreign engineer and the repeal in question, prevented our making loans abroad. The consequence of this last measure has been, that every cent borrowed on account of the Canals was obtained of our own citizens, and the interest is paid to them, or to foreigners who have purchased the stock at an advance.

Perhaps the war itself, discouraging as were its immediate effects, may be set down as one of those events which finally had a tendency to promote the commencement and execution of the Canals. The want of a practicable communication, for the conveyance of material of war, from the sea-board to the western frontier, was grievously felt. It has been said that the expence of transporting cannon from Albany to the Lakes, was at one time, more than double what the pieces cost. The postponement of the project for a few years was also fortunate, inasmuch as it brought the commencement and execution of it to a time when money could be more easily obtained, and on better terms, than it could have been at, perhaps, any prior, or hitherto, subsequent period.

The retraction of the power to make loans for a time abated the zeal for improvements in inland navigation. The commissioners made no report in eighteen hundred and fifteen.

But the spirit which had been hushed by the clamours of war, was again heard when peace was restored. At the instigation of Mr. Eddy, Judge Platt, Mr. Clinton, Mr. John Pintard, and some others, a few re-

spectable and influential citizens were convened, in New York, in the latter part of the year eighteen hundred and fifteen.

This meeting appointed a committee to draw a memorial to the Legislature in favor of the projected inland navigation.

The duty assigned to this committee was performed by their chairman. Mr. Clinton, who prepared what has been distinguished, and will always be remembered, in the history of the Canals, as the New York memorial. Its presentation formed an epocha in the progress of these works, from which their earnest and active pursuit may be dated. Their practicability, usefulness, and advantages, were stated with so much clearness, ability, force, and eloquence, that, from that time, all opposition was unavailing. Petitions of the same character, from different parts of the State, and signed by many thousand citizens, were presented at the ensuing Session of the Legislature.

Governor Tompkins, in his opening speech, recommended the subject to the attention of the two Houses. The commissioners made a report in favor of an immediate commencement of the work. While they adverted to the great western Canal, as an undertaking which combined the honor, interest, and political eminence of the State, they expressed their conviction of the expediency of adopting measures to connect the waters of Champlain with the Hudson.

It appears, that previously to this time, there had been no thought that our own country could furnish engineers of sufficient ability, science, and experience, to execute a work which, in this State, was entirely new. The ill success of the first Inland Lock Navigation Companies was calculated to give us very humble opinions as to the requisite talents of our citizens.

But it has been the good fortune of this country, whether in war or in peace, to find men rising from her soil adequate to every emergency. Of this, the execution of these Canals, surpassed in no respect by any on earth, is a striking example. When we see them, or read their history, the reflection, that none but native American citizens have had any share in devising, planning, or superintending, any part of the work, must add to our gratification. We may hope that in time it will be questioned whether the opinion be correct, which has been promulgated by some European philosophers, and seems yet to be entertained by some trans-atlantic statesmen and reviewers, that the human species, by transportation to the new world, has degenerated in mental faculties and physical powers.

The commissioners, under the common impression that they would be obliged to look abroad for assistance, sought in Europe a civil engineer. Had it not been for the intervention of the war, one they had engaged would have shared the credit which is due to Wright, Geddes, White, Thomas, Roberts, and Briggs. Indeed, it seems that the acting commissioners, Messieurs Holley, Young, Seymour, and Bouck, discharged, in a great degree, duties which would properly belong to engineers; while, at the same time, they were united with the other commissioners, in the general direction and superintendence of the works.

In one of their former reports the commissioners mentioned that an English engineer had been engaged, but they now stated that their inquiries, and the intercourse they had had with many of our citizens in exploring the routes of the Canals, and making surveys, had induced them to believe, that it was not necessary to go from home to seek the requisite talents and qualifications; and in their report of this year (eighteen hundred and sixteen,) they express their disposition, in giving their employ-

ments, to prefer our own citizens. This report was signed by Mr. Van Rensselaer, Mr. Clinton, Mr. De Witt, Mr. North, Mr. Eddy, Mr. Porter, and by Mr. Charles D. Cooper, who had been appointed by Governor Tompkins, to fill a vacancy in the board, occasioned by the death of Robert R. Livingston, Esquire. Mr. Morris did not sign the Report, because, it has been said, he was dissatisfied that his idea of an inclined plane, was in a great measure abandoned. The signature of one other commissioner was wanting—that of Robert Fulton, who died in the month of February, in the preceding year.

It is impossible to refer to the deaths of Mr. Livingston, and Mr. Fulton, without wishing to pay some tribute to their memories. It is particularly due to them upon this occasion, because they were zealous promoters of the great enterprises, the completion of which we are about to celebrate. Mr. Fulton's opinions had the more weight, as it was well known that he was professedly a civil engineer, and had published a valuable work on internal navigation. His great success in the application of steam to propel vessels, which has given him immortality, added to the influence of his character,—his plain, unpretending, Franklin-like style of writing, was well suited to the occasion,—his correspondence with Mr. Morris, published on the incipiency of the project, had as much influence in disposing the public mind to favor the great national work, which, to use his own expressions, "is to secure wealth, ease, and happiness to millions," as any thing that has been written on the subject. So much was he in favor of Canals, that, in a letter to Mr. Morris, he enters into calculations, which appear to demonstrate that the merchandize, transported in sloops on the Hudson, might be conveyed on a Canal between New York and Albany for less than they can be carried on the river, including in the estimate the cost of the Canal.

But it does not always please Providence that the benefactors of mankind shall live to share the fruits of their labors. Their reward is in the contemplation of the happiness they will be the means of transmitting to posterity, or, perhaps, it is, in being permitted to look down upon the enjoyments of the beings whom they have benefited. If so, we may believe that the spirits of Morris, of Schuyler, of Livingston, and of Fulton, will be with us when we celebrate an event which they contributed so much to produce.

The same incredulity as to the practicability of the western Canal, and the same apprehensions as to the capacity of the State continued to raise an opposition in the Legislature. Many attempts were made to arrest, or at least to curtail and postpone the project; but the opposition was unavailing. The Act of eighteen hundred and sixteen, to provide for the improvement of the internal navigation of the State, was passed in the Assembly, by a majority of seventy-three; and in the Senate, by a majority of thirteen.

By this Act Mr. Van Rensselaer, Mr. Clinton, Mr. Young, Mr. Ellicot, and Mr. Holley, were appointed commissioners. They were empowered to devise and adopt measures to effect communications, by Canals, between the Hudson and Lake Erie, and Lake Champlain, and to appoint engineers. Twenty thousand dollars were appropriated for the necessary expences of executing the Act; but no power was given to the commissioners to begin the work. On the contrary, a clause, which was in the bill to that effect when it was first reported, was stricken out.

The commissioners met in the city of New York, in May, eighteen hundred and sixteen. They appointed Mr. Clinton, President; Mr.

Young, Secretary of the Board, and Mr. Holley, their Treasurer. They divided the Erie Canal line into the western, middle, and eastern sections. The first, extending from the Lake to Seneca River; the middle, from thence to Rome; and the eastern, from Rome to Albany; and appointed engineers to each section. An engineer was also appointed to survey a route, which had been proposed for the Canals on the south side of the mountain ridge. This route had many advocates, but was finally relinquished.

Previously to the commencement of the session of eighteen hundred and seventeen, the commissioners, or some of them, with the assistance of the respective engineers, had explored the routes of both the Canals, and had caused them to be surveyed and marked.

When the Legislature met, a Report was presented, of great length and minuteness, with profiles and maps. The Report also submitted estimates; those for the western Canal amounted nearly to five millions of dollars, and those for the northern Canal to about nine hundred thousand. These estimates have been exceeded, but it is owing to the Canals having been enlarged; to the substitution of stone, in many instances, where wood was contemplated; and to some unforeseen difficulties; particularly at the mountain ridge, in the hardness and extent of the rock, which it was found necessary to excavate.

Notwithstanding the General Government had discovered that the Constitution of the United States would not allow it to give any countenance to an enterprise, for internal improvement, in the State of New York, and notwithstanding there was no reason to hope for any aid from our neighbours, the friends of the Canals were not disheartened. In April, eighteen hundred and seventeen, the Act, "respecting the navigable com-

munications between the great northern and western Lakes, and the Atlantic ocean," was passed by large majorities, both in the Senate and Assembly. It continued the former commissioners, and contained the important fiat, which authorised the commencement of the Canals.

By this Act, the commissioners were empowered to open the communication between the Hudson and Lake Champlain, but as to the west, they were only authorised to connect, by Canals and Locks, the Mohawk and Seneca Rivers.

The draft of this Bill was prepared by Mr. Clinton, and the Act was passed nearly as he drew it. In it was incorporated a financial system, which, at the request of a Committee of the Legislature, he had digested. Part of this system was the establishment of the Board of Commissioners of the Canal Fund, consisting of the Lieutenant Governor, the Comptroller, the Attorney and Surveyor Generals, the Treasurer, and the Secretary of State. This Board was charged with every thing that concerned financial operations in relation to the Canals. The Bill provided ways and means to pay the interest on loans which might be made, and the debts that would be created. These were donations of lands, which had been promised or made by individuals or companies, who would be particularly benefited by the Canals; a small tax on salt manufactured at the salt springs, belonging to the State, and in the western country; a tax on steam-boat passengers; a portion of the duties arising on sales at auction; proceeds from certain lotteries; and a tax of two hundred and fifty thousand dollars, to be levied, at some future time, on lands lying within twenty-five miles of the Canals.

The last mentioned tax never has been, and probably never will be, collected. Nor is it very certain that in justice and equity it ought to be.

This partial tax was imposed, upon the supposition that the land holders along the lines of the Canal would be particularly benefited by them; but in truth, every part of the State derives advantages from these works, which may, with great propriety, be said to be incalculable. The inhabitants of the city of New York, will derive as much profit from the opening of these water communications, as any other portion of our citizens; and if the expences of the Canals are to be paid in proportion to the local benefits which will be derived from them, New York ought to pay at least as large a share as any part of the State.

Since the Supreme Court of the United States has decided that the grant to Livingston and Fulton, of an exclusive right to navigate the waters of the State, by steam, was invalid, there has been no attempt to collect the tax on steam-boat passengers. The lotteries have produced nothing; so that the only remaining ways and means are the donations, the salt tax, the auction duties, and the Canal tolls. These have afforded all the funds it has been requisite for the State to provide; and these great works will be paid for, in probably less time than it required to construct them, without the imposition of any general tax, and without their cost having been felt by the people in the slightest degree. But, on the contrary, the construction of the Canals has been the means of putting in circulation about a million of dollars a year, for the last eight years, in parts of the country, where every thing was stagnant for want of money and a market.

On the fourth of July, eighteen hundred and seventeen, the Canal was commenced at Rome—that is, eight years and four months, prior to the day when the first boat, which entered the Canal from Lake Erie, will reach the ocean.

This important act, the commencement of the Erie Canal, was performed with some ceremony. Mr. Clinton, the President of the Board, who had been chosen Governor at the previous election, in eighteen hundred and seventeen, attended with the other Canal commissioners and engineers. The anniversary of our independence, since the declaration of which only forty-one years had elapsed, was selected as an auspicious day to begin this great work. The first earth was removed from the Canal path, amidst the acclamations of a large concourse of people, exulting in the past, enjoying the present, and anticipating the future.

Governor Clinton opened the Session of eighteen hundred and eighteen, with a speech, congratulating the Legislature on the auspicious commencement and successful progress of the water communications between the great western and northern Lakes, and the Atlantic ocean. He expatiated on the advantages which agriculture, manufactures, and commerce, would derive from the Canals, and on the influence which they would have on our political institutions. He assured the Legislature that the resources of the State, were adequate to the work, and that extraneous aid was unnecessary.

But, notwithstanding, the encouragement which this speech was calculated to afford, and the eloquent appeal with which it concluded, the project (for what was called by its friends "the great Canal," and by its opponents the "big ditch,") met with considerable, and very able opposition. The strength of its friends and adversaries was tried in the Assembly, on an answer, reported by a committee, to the Governor's speech. Fears were yet entertained that the anticipations of the execution of so great an enterprise, in any reasonable time, and with means which the State could provide, were enthusiastic and visionary. Many adopted an opinion, which one of our greatest statesmen, whose zeal for internal im-

provements could not be questioned, was known to have expressed, that we had undertaken this great enterprise a hundred years too soon, and that till the lapse of another century, the strength of our population, and our resources, would be inadequate to such a work.

But the part of the Answer which related to this subject, was adopted, without alteration, by a majority of nearly two to one. The Answer expressed, in a few words, the views which were at that time entertained by the friends of the Canals. I therefore beg leave to extract some passages from it. I do it the more willingly, because the last paragraph is but an echo of the words in which the Governor made the eloquent appeal with which that part of his speech, which related to this subject, concluded.

"The advantages which must result, not only to this State, but to the world, from the completion of the contemplated communications between the inland seas, on our borders, and the Atlantic ocean, are so manifest, that we cannot but express the great satisfaction with which we learn, from your Excellency, that they have been auspiciously commenced, and are in successful progress. This satisfaction is greatly increased by the information you have given us, that this stupendous work may be performed at an expence not exceeding in the aggregate, the estimates of the commissioners, and that our resources are fully adequate to them, without extraneous aid. We believe that no part of the world affords so many natural advantages for the execution of such an un ertaking. Inexhaustible reservoirs lying above the level of the Canal in every part of its course; a country, not intercepted by ridges or mountains, which commonly separate the heads of water courses, are in themselves advantages, that no work of the same kind has, as we believe, ever before enjoyed. The great causes of expense in the execution of similar projects have been the necessity of passing near the summits, on which were situated the

fountains which supplied the water, and the works, on that account necessary, to economise the use of that element. There is reason to believe that the ingenuity and industry of our countrymen, will enable us to do more work of this kind, than has been done elsewhere for the same money, notwithstanding the price of labor is, probably, greater than has been paid to those who have executed similar enterprises.

The effects of opening these communications can, as yet, be but indistinctly seen in their extent. They will reach every member of the community;—they must be felt by every citizen of the United States: and, indeed, so important an alteration in the natural disposition of the lands and waters of the earth cannot but have an influence on the condition of mankind. It will afford the means of easy intercourse with an internal sea-coast, connected with immeasurable tracts of fruitful soil, not inferior in extent to the shores of the Mediterranean. When these works are accomplished, a water communication between the Lakes and the Mississippi, and forty or fifty thousand miles of navigable streams, may be made without difficulty, and at inconsiderable expence. The commerce of an immense space will be led to the Hudson. If this should be the result of the great enterprise in which we are engaged, New York will have advantages infinitely greater than any city has ever had, and she must forever enjoy them without a rival. The commerce of the Mediterranean is the support of many great commercial cities, but New York will stand alone at the entrance of this extensive channel, and must be a greater emporium than ever called herself the mistress of commerce.

Besides the advantages which your Excellency has enumerated, and which it is so obvious, will be the result of the accomplishment of this stupendous work, there is certainly a national glory connected with the enterprise, calculated to excite the pride of every patriot. When we consider

that every portion of the nation will feel the animating spirit and vivifying influence of these great works, that they will receive the benedictions of posterity, and command the approbation of the civilized world, we are required to persevere, so far as a prudent regard to the resources of the State will permit, by every consideration which ought to influence the consciences, and govern the conduct of a free, enlightened, and magnanimous people."

The commissioners, Mr. Van Rensselaer, Mr. Clinton, Mr. Young, and Mr. Holley, made a very minute, elaborate, and encouraging Report. Among other matters which were very satisfactory, they stated that they had engaged, on the section that they had commenced, Mr. Isaac Briggs, an eminent mathematician, who has rendered important services in the progress of the Canals.

The commissioners also stated, that they had begun by dividing the middle section of the Canal line, into small sections, and procuring the work to be done on these by contract. Perhaps nothing has contributed more to the successful accomplishment of the work than that the commissioners have so generally persevered in this plan. It was gratifying also to learn from the commissioners report, that the engineers, and the young men they had employed as assistants, had evinced capacity and talents which left no room to fear that we should be obliged to seek abroad, mental or scientific aid.

The Session of eighteen hundred and nineteen, was opened by a speech of Governor Clinton, no less satisfactory than that of the last year. He was enabled to reiterate his congratulations on the progress of the work, as well on the northern as on the western Canal, and to give assurances that the experience which that progress had afforded, left not a doubt of the

feasibility of the work or of the ability of the State without any taxes, or any other means than those which had been already provided, to meet the necessary expenditure. He therefore warmly recommended that a law should be passed, authorising the completion of both Canals, as soon as was practicable.

After a very favorable report from the Canal commissioners, in which they represented that the works on the middle section, under the superintendance of Benjamin Wright, Esquire, as principal engineer, had been conducted with great success; and after a report from a Committee of the Assembly, reciprocating the Governor's sentiments on the subject, the act of eighteen hundred and nineteen "concerning the great western and northern Canals," was passed.

This law authorised the commissioners to complete both the eastern and western, as well as the middle section of the Erie Canal, and empowered the commissioners of the Canal Fund to make the necessary loans.

A law was also passed at this Session for constructing a harbour at Buffalo Creek.

Mr. Hart, who signed the report, as one of the commissioners, had been appointed in the room of Mr. Ellicott, who had resigned. Afterwards Henry Seymour was appointed to fill this place.

Mr. Canvas White, and Mr. Nathan S. Roberts, who had acted as assistant engineers, the commissioners stated, had evinced so much talent and usefulness, that they had assigned them more important duties.

The Report is also interesting on account of its announcing the discovery, near the Canal line, of what the commissioners call meagre lime. It is that material which, when made into mortar, indurates under water, and has been so essential to the construction of the hydraulic works of the Canals. This important discovery was made by Mr. Canvas White, who has obtained a patent for its use. Nature seems not only to have laid out the path for the great western Canal, but to have made the most bountiful provision near it, of all the materials necessary for its construction. The massive stones of which the locks are composed, have been obtained without difficulty wherever they have been requisite. This water lime has already become an article of commerce within the United States, and is said to be so superior to the Roman cement, and the English limes, that no doubt it will soon be exported.

In the Report now adverted to, the commissioners gave a description of several labor-saving machines, employed on the Canals; among others, they mentioned a machine for prostrating the forest trees, that grew on the Canal lines; another, with which the stumps of trees, that had been cut down, were eradicated: and a third, for cutting up roots. These were all the inventions of our own countrymen, and though they may not seem of sufficient consequence to be mentioned on this occasion, yet these, and other ingenious machines which were contrived for the occasion, were of very great importance in the completion of these works. Indeed, to see a forest tree, which had withstood the elements till it attained maturity, torn up by its roots, and bending itself to the earth, in obedience to the command of man, is a spectacle that must awaken feelings of gratitude to that Being, who has bestowed on his creatures so much power and wisdom.

At the opening of the Session of eighteen hundred and twenty, Governor Clinton had the gratification of announcing, in his speech to the Legisla-

ture, "that the middle section of the western Canal, including a lateral cut to Salina, and comprising a distance of nearly ninety-six miles, had been completed. That on the twenty-third day of the preceding October, the commissioners navigated it from Utica to Rome, and found their most sanguine expectations realised in the celerity, economy, and excellence of its execution. That, on the twenty-fourth day of the previous November, the whole Champlain Canal was also in a navigable state. That thus, in less than two years and five months, one hundred and twenty miles of artificial navigation had been finished."

The Governor was enabled to say, that these works, in their then unfinished state, had given to our internal trade an animation, which could not be duly appreciated, without the advantages of personal observation.

The Report of the Canal commissioners was equally satisfactory. It contained very long and minute details of what had been done, as well as views and estimates of the work that remained to be executed.

The Report was accompanied by surveys, made by Mr. Thomas, of the harbour, at Buffalo. Mr. Thomas submitted propositions which he had received, for harbours at Black Rock, and at some other points near what was supposed would be the termination of the Erie Canal.

At this Session a law was passed allowing the Canal commissioners a salary of two thousand dollars a year, but it contained a clause that this provision should only extend to three of the commissioners who should be actually engaged in the superintendence of the works. This was intended to meet the arrangement which the commissioners had previously made as to themselves. Mr. Young, Mr. Seymour, and Mr. Holley, had been active

and immediate superintendents of the execution of the Canals for which they had received a compensation or salary, while Mr. Clinton and Mr. Van Rensselaer's duties were confined to the meetings of the board. Neither of these gentlemen have ever taken the least compensation for their services.

Hence arose the designation of acting commissioners, which was applied to Mr. Young, Mr. Seymour, and Mr. Holley, and afterwards to Mr. W. E. Bouck, when he was the next year appointed one of the Board. These gentlemen have devoted themselves to the management and superintendence of the works, with a zeal and ability to which the speed, efficacy, and economy with which it has been executed, bears the best evidence. When it is considered that the commissioners and engineers could have had no experience in canalling; that the science they acquired must have been in a great measure the result of mental application, while they were constantly employed in the active and anxious duties of their station, they deserve a commendation to which any thing I could say on this occasion, would be very inadequate.

From the time the navigation to Lake Champlain, and between Rome and Montezuma was opened, all opposition to the completion of the western Canal to Lake Erie and the Hudson ceased, or was very feeble.

Those who had entertained honest doubts as to the practicability of the great work, yielded to this evidence of the feasibility of executing the whole of the original plan. Experiments on so large a scale gave confidence in the estimates which had been made before the work was commenced; these estimates were somewhat exceeded by the actual expenditure, owing to circumstances before noticed, and to some other adventitious causes, which the commissioners, in their Report, satisfactorily explained.

The advantages, as well as the profit, of these water communications, were immediately felt. The Canal from Champlain, and the middle section of the western Canal, were covered with boats the moment they were opened; and although no tolls were taken till July, eighteen hundred and twenty, the amount received in the course of the season, gave earnest of what the Canals would produce when they were finished. No doubt was longer entertained but that the resources and credit of the State were competent to furnish all the funds that would be required.

From this time the communications from the executive, and the reports of the commissioners, to the Legislature, were details of the uninterrupted and fortunate progress of the great work, and congratulations on the rapidity with which the period was approaching when the State, and the nation, would be in possession of the incalculable advantages which must result from the completion of the New York Canals.

These communications and reports are documents of the most interesting and useful character. They are important, not only as furnishing a detailed and very circumstantial history of these works, in their daily progress, but as affording minute information, which must be of the greatest use to those who may be engaged in similar enterprises. It would not be consistent with the character of this Memoir, to swell it with these details; It is not in a production of this nature that practical information will be sought. The State has established an additional claim as the munificent benefactors of mankind, in authorising, by a law passed in February, of the present year, a collection and publication of "all the laws, reports, and documents relative to the Canals, requisite for a complete official history of those works, with correct maps, delineating the routes of the Erie and Champlain Canals, and designating the lands through which they pass."

In compliance with this law, two splendid octavo volumes, with plates and charts, and a large atlas, have just been published. They have been completed under the superintendence of a committee of the Legislature: but justice would not be done were it not acknowledged that the State owes, to the indefatigable industry and ability of John Van Ness Yates, Esquire, the Secretary of State, this splendid history of works which will be for ever connected with her glory.

While these volumes contain much that mere men of letters will not read, he who seeks for minute information as to the origin and progress of the New York Canals, would have been satisfied with no abbreviation of the matter they contain; and the practical engineer, who desires instruction, will find nothing which he will think ought to have been omitted. The routes that have been proposed and abandoned; the plans which have been suggested, or tried and relinquished; the experiments which have been made, and proved unsuccessful, will all have their use, and "The Official History" of these works would have been incomplete had any of these things been unnoticed.

By the first of October, eighteen hundred and twenty-three, the eastern section of the Canal was completed. In the mean time the western section had progressed from Montezuma towards Erie, so that when the lock which forms the communication between the Canals, and the artificial basin in the Hudson River, at Albany, was opened on the eighth of October, eighteen hundred and twenty-three, there was a continuous Canal navigation from the Genesee River, and from White Hall, at the head of Lake Champlain, to Albany.

Such an auspicious event as the passage of the first boats from the west, and the north into the tide waters, was celebrated with some ceremony.

Large committees from New York, and from other places on the Canal route, attended at Albany. The New York committee was headed by Mr. William Bayard. He had presided at the Meeting at which the New York Memorial, before mentioned, originated. Mr. James was the Chairman of the Albany committee of citizens. These gentlemen had on all occasions given the full weight of their long established and respectable characters in favor of the execution of the Canals. When the extent of the proposed artificial water-ways, the hills, and vallies, and rivers, over which they were to pass, were contemplated, and the resources of the State were considered, many thought the plan perfectly visionary. By some, the sincerity of its advocates was doubted: they were suspected of sinister designs, or they were regarded as infatuated enthusiasts; but the countenance of many such men as Mr. Van Rensselaer, Mr. Bayard, and Mr. James, whose age and experience, and rank in society, commanded respect, tended to induce a belief that the project was founded on mature reflection and sober calculation, and to give confidence that, notwithstanding its magnitude and difficulties, it might be accomplished.

The pencil could not do justice to the scene presented on the fine autumnal morning when the Albany lock was first opened. Numerous steam boats and river vessels, splendidly dressed, decorated the beautiful amphitheatre formed by the hills which border the valley of the Hudson, at this place; the river winding its bright stream far from the north, and losing itself in the distance to the south;—the islands it embraced;—the woods, variegated by the approach of winter, a beauty peculiar to our climate;—the wreathed arches, and other embellishments, which had been erected for the occasion, were all objects of admiration. A line of Canal boats, with colours flying, bands of music, and crowded with people, were seen coming from the north. and seemed to glide over the level grounds,

which hid the waters of the Canal for some distance, as if they were moved by enchantment.

The first boat which entered the lock was the De Witt Clinton, having on board Governor Yates, the Mayor and Corporation of Albany, the Canal commissioners and engineers, the committees, and other citizens. Several other boats succeeded. One, (not the least interesting object in the scene,) was filled with ladies. The cap-stone of the lock was laid with masonic ceremonies, by the fraternity who appeared in great numbers and in grand costume.

The waters of the west, and of the ocean, were then mingled by Doctor Mitchell, who pronounced an epithalamium upon the union of the River and the Lakes, after which the lock gates were opened, and the De Witt Clinton majestically sunk upon the bosom of the Hudson.

She was then towed by a long line of barges, past the steam boats and other vessels to a wharf at the upper end of the city, where those gentlemen, who were embarked on board the Canal boats, landed and joined a military and civic procession, which was conducted by a large stage, fancifully decorated, erected for the occasion in front of the Capitol. Here the Canal commissioners received a congratulatory address from Charles E. Dudley, Esquire, Mayor of Albany, which was answered by Mr. Clinton, as President of the Board of Commissioners The Albany committee was addressed by Mr. Bayard, which was returned by Mr. James, and the day concluded with a banquet, at which it may be said, with as much propriety as it could be said in relation to any other festive board, that there was "the feast of reason and the flow of soul."

The completion of the eastern section was a matter of great gratification to the friends of the Canals, indeed it may be said to every citizen, for, at the time we are speaking of, the Canals had ceased to have any opponents; but the difficulties which presented themselves on this section, appeared more formidable than any that were to be met with elsewhere on the route. The cataract of the Cohoes was to be surmounted; a path for the Canal was to be found along the abrupt rocky shores, rising generally to a great elevation, and in many places divided only by the narrow bed of the Mohawk; the upper falls of that river were to be overcome. To accomplish this, and preserve a due level, it was necessary to carry the Canal upon a ledge twenty and thirty feet above the base of perpendicular rocks. The ingenuity of our countrymen found, by what they called sand blasts, means of blowing off such masses of rock, that a road was made for the Canals with much less labor than had been anticipated. In eighty days a work was accomplished, which before it was commenced, it was calculated would require several years. The Canal between Schenectady and Albany, twice crosses the Mohawk River in aqueducts of more than eighteen hundred feet in extent.

In speaking of this section, the Canal commissioners, in their report of eighteen hundred and twenty-four say, "none but those who had examined the line previous to the commencement of the work,—who had seen the rude and undulating surface which is traversed,—the rocks which were to be blasted,—the irregular ledges, filled with chasms and fissures, which were to form the basis of a water-tight Canal,—the spungy swamps and gravel beds, and quick sands which were to be made impervious to water, —and, in short, the huge masses of rough materials which, with uncommon labor, were to be reduced to symmetry and form, can duly appreciate the efforts which it has required to surmount these serious obstacles."

The Canal commissioners do not hesitate to admit, that had this section been commenced originally, while their information as to constructing Canals was merely theoretical, probably the attempt to complete it would either have been entirely abortive, or so imperfectly executed, as to have defeated, or perhaps postponed for a century, the accomplishment of the great work of internal improvements.

In the course of the season of eighteen hundred and twenty-three, the Gleaner, and afterwards several other Canal boats, from Vermont, arrived in the city of New York, bearing to our market the produce of the forests, the fields, and the mines, of the shores of Lake Champlain.

In November, of the same year, the Sally and Mary, a boat of sixty or seventy tons, from Hector, in Tompkins county, at the head of the Seneca Lake, seventy miles south of the Erie Canal, and three hundred and fifty miles from New York, had passed into the Canal, by the locks at Waterloo and the Seneca River. She arrived at New York, freighted with the rich productions of the west. So happy an illustration of the advantages of the Canals was not suffered to pass unnoticed by our citizens. They gave Messrs. Osborn and Sealy, two farmers of Tompkins county, who were her owners and navigators, a public entertainment.

This vessel was not only received as the precursor of a commerce, which will be unlimited in its extent and importance, but as an interesting evidence of the ingenuity and enterprise of our countrymen. Her timbers grew near where she was built; her proprietors were her architects; her cargo was the produce of the fields from whence she sprung, and she was navigated by those who cultivated them; her sails and rigging even, were emphatically domestic manufactures, for they were grown, and made, at the homes of her owners.

When we look at a map, and see marked out, the many Lakes and sheets of navigable water which occupy the centre of our State, and reflect that every place on their shores is, for all purposes of commerce, converted by the Canals into a sea-port, and that the trade of all of them must centre in this metropolis, we may have some idea of the advantages which the city and the country will derive from the opening of these water communications.

The completion of the western section, and of course of the whole Erie Canal, was announced to us by the sound of cannon, on the twenty-sixth of last month, and to-morrow we shall witness the arrival of a Canal boat, from Buffalo, after an internal navigation of five hundred and thirteen miles: she will have passed three hundred and sixty-three miles on one continued uninterrupted artificial Canal, forty feet wide on the surface, twenty-eight at the bottom, with four feet depth of water: she will have passed through eighty-three locks, built of massive stone, the chambers of which are ninety by fifteen feet, capable of containing boats of more than a hundred tons burthen; and she will, when she arrives at Albany, have descended five hundred and fifty-five feet; but her ascent and descent in the course of her voyage, will have been six hundred and sixty-two feet.

The great embankment across the Irondiquot, over which the western section of the Canal passes, is one of the greatest works on the Canals. This aerial water-course extends more than a quarter of a mile, on a mound of earth, seventy feet in height, from a stream flowing through a culvert, at its base. The passenger looks down from the narrow eminence, on the tops of aged forest trees, rooted in the bottom of the valley. There are works upon the Canals, which are, undoubtedly, of a more artificial character, and may appear to some more magnificent, but when the length, and height, and magnitude of this embankment is considered, and when, above

the tops of the trees, boats are seen passing on its summit, which is but little wider than is necessary for the Canal and towing path, it must excite great admiration.

The aqueduct over the Genesee River, at Rochester, is another magnificent object on this section, which deserves notice. It is a structure of ten arches of hewn stone, extending two hundred and two feet.

The deep cutting towards the western extremity of this section has cost more money, and required more labor, than any other work on the Canals. To pass the mountain ridge, there has been a necessity for excavating seven miles, to an average depth of twenty-five feet, three miles of which is through hard rock. The combined locks, at the brow of the mountain, the commissioners describe as a work of the first magnitude on the line, and as one of the greatest of the kind in the world.

Upon the middle section there is an uninterrupted level of sixty-nine miles and a half, from Salina to Frankfort: and on the western section, there is another level, from Lockport to Rochester, uninterrupted by any lock, of sixty-three miles. The extraordinary length of these levels, evince the correctness of Mr. Colles' idea, which has been before mentioned, that "the Allegany mountains died away as they approached the Mohawk."

There are very many objects on this western section, as well as on other parts of the Canals, which deserve attention, but to notice them, would require details which this occasion will not admit. Those who wish information as to these and other particulars, must refer to the volumes before mentioned, published by authority of the State; or to a volume, published in eighteen hundred and twenty, under the direction of the New York Corresponding Association for the Promotion of Internal Improvements. It contains a col-

lection of public documents relating to the Canals, up to the time of its publication; but it is now more valuable for an introduction, which was written by the late Mr. Charles G. Haines, one of the Association, in whose death the cause of internal improvements lost a very warm, able, and active advocate. In the prime of life, he fell a sacrifice to the ardour and unremitting industry, with which he devoted himself to the acquirement of knowledge, the practice of his profession, and to the promotion of almost every plan that was on foot for the public good. His frame was too slender, and his constitution too weak to bear the excitement of his ardent mind. He died just as he had commenced a career, which, had he lived to pursue it, must have led to eminence; but, though his friends regret that he did not live to reap the fruits of his talents and industry, they more deeply regret that, by his death, they have been deprived of one who had gained all that esteem and respect which genius, acquirements, zeal, industry, honor, and benevolence deserve.

At Albany the Canal terminates in a basin, formed from the Hudson, by extending a pier, or mole, into the river, and running it parallel to the shore, nearly three quarters of a mile. The communication with the River, is at the southern extremity of the mole, by a sloop lock which admits the passage of river vessels, as well as of Canal boats, in and out of the basin. Stores are building on the pier, which is seventy-six feet in width, on the top. From one end of these stores, Canal boats in the basin may be laden or unladen; and, at the other end, sloops in the river may be loaded or discharged.

This spacious harbour, which will have a superficies of about thirty-two acres, has been made by a private Company, incorporated for the purpose, by a law of the State. They are permitted to have the benefit of certain tolls, but it is presumed the State has reserved the right to con-

troul the corporation, so far as to oblige it to exercise its powers entirely in subservience to the interests of the public.

The Erie Canal, at its western extremity, at present discharges into an artificial basin, made from the Niagara River, at Black Rock, by connecting the main shore with Squaw Island. In the dam from Squaw Island to the main, there is a sloop lock, which communicates with the river below. If the bridge, which has been thrown over the Niagara River, from the main to Goat Island, at the very brink of the Great Falls, by Judge Porter, did not shew us what might be done by great boldness, ingenuity, and enterprise, and convince us that works may be constructed in the river, of sufficient strength to resist its current, where it is most impetuous, we might doubt whether it would be possible to make the mole or piers of the Black Rock harbour, stable; if, contrary to predictions, it should stand,—if still water should be produced within the harbour,—and if it should not be injured or obstructed by ice or sands, it cannot be questioned but that it will be of great importance. It will be the more valuable, because without it, there is no harbour in that quarter, except at Buffalo; to which, if the harbour at Black Rock should not be found to answer, the Canal will be continued along the margin of the Niagara River, to join, what is considered, a part of the Erie Canal, extending from the town of Buffalo to the Lake.

The rival interests of Buffalo and Black Rock, have created much excitement as to the termination of the Canal to the west. There has been a difference of opinion among the Canal commissioners, and among the engineers, as to the plan which ought to be adopted. The Legislature seems to have pursued a discreet and impartial course, by reserving the grounds for, and the right to make, the Canal along the margin of the

Niagara River, if, after the works at Black Rock are completed and tested, the public good requires the Canal to be uninterruptedly continued to Buffalo harbour.

To mention all who have been concerned in the immediate execution of these great works, as they deserve, would require a list, which, if an attempt were now made to present it, there is reason to fear would not be perfect. It would also require information which I do not possess, and which no time is allowed to acquire. All the commissioners have been mentioned; those who have been designated as the acting commissioners, and who in some measure performed the duties of engineers, as well as of advisers and superintendents, are Mr. Holley, Mr. Young, Mr. Seymour, and Mr. Bouck. The principle engineers are Mr. Wright, Mr. Geddes, Mr. White, and Mr. Thomas. In one of their reports the commissioners say "in looking back to the numerous difficulties and responsibilities, some of them of an aspect the most disheartening, which surrounded the Canals, especially on their commencement, we feel compelled, by common justice, to commend the aid which has, at all times, been afforded by our engineers. In the selection of all the persons who are now employed by us under this character, we have been eminently fortunate. But to the Honorable Benjamin Wright and James Geddes, the State is mostly indebted. Possessing much local information, competent science, long experience in many kinds of business, bearing some analogy to Canal operations, and well established characters for industry and fidelity, these gentlemen have rendered the most essential services in all the duties of their department. They were first appointed engineers. They have unceasingly, and with improving fitness, devoted their best faculties to the great cause in which they were engaged; and they have hitherto been found equal to the high trusts confided to them."

But no eulogy could do so much justice to the commissioners and engineers as an appeal to their works. It has been said, and it is believed truly, that they have completed, in the shortest time, and at the least expence, the longest uninterrupted Canal in the world.

The official reports of the Canal commissioners, of the commissioners of the Canal fund and the engineers, are calculated to do them infinite credit: but it is impossible to take any particular view of the merits of these documents on this occasion: nor is it now so necessary, as they are before the public in the volumes before mentioned, published by authority of the State.

From the time that the great Canal project was brought before the Legislature, by Judge Platt, in eighteen hundred and ten, Mr. Clinton has bestowed his time and talents to promote the commencement, progress, and completion of these great works, with an entire devotedness. The constancy with which he met all opposition;—the extent of the information he communicated,—his encouragement as to the resources and capacity of the State, although she was left alone to perform so great a work; the unrivalled eloquence with which, in his speeches to the Legislature, as well as in those Canal reports which he drew, he appealed to the honor, the pride, and the patriotism of his native State, it must be admitted contributed greatly to the accomplishment of the great works, in celebrating the completion of which all hearts now join.

Many of those who thought the Canals impracticable, till a large portion of them were finished, and who supposed that their failure would overwhelm with disgrace all who were connected with their execution, did not hesitate to charge Mr. Clinton with being answerable for engaging the State in so great and so expensive an undertaking. Surely they who

would have censured him so severely if the Canals had failed, will not, in justice, refuse to give him due credit, now that they have succeeded.

His exertions were not confined to his official duties, as President of the Board of Canal commissioners, and as Governor; his able pen was constantly employed in promoting an enterprise which, as he said, was identified not only with the prosperity, happiness, and honor, of his own State, but with that of his country. He had so large a share in the accomplishment of these great works, that his name will always be intimately connected with them, and will not be forgotten while they endure.

The history of the Canals is one of the proudest monuments that the present age will transmit to posterity: but now, when the agitations of the times are past, when no passion is mixed with our feelings, there is one page which many will wish blotted out. It is that which records the Legislative vote by which Mr. Clinton, on the last day of the Session, of the year eighteen hundred and twenty-four, when the Canals were on the point of being finished, was removed as a Canal commissioner.

But these great Canals will not be regarded as the work of individuals. They will be attributed to the State of New York; every citizen deserves a share of the credit connected with them. In the language of the commissioners it will be said "their labors could not have been perfected without the support of a wise foresight, and just liberality, in several successive Legislatures. To us, it appears, that these Legislatures have afforded a spectacle, most animating, encouraging, and delightful, in reference to the sagacity of the people to understand, and their wisdom to provide for their most substantial interests. They exhibit the most impressive example which the United States have yet produced, since the adoption of the Federal Constitution, of the beneficent effects of a free Government, upon the character of a community. They are intimately connected with

the best hopes of the Republic. Rising above all fugitive and partial interests, and with a full detail of the costs of these works before them, the immediate representatives of the people have so clearly discerned the benefits which they would introduce, as to apply to them from year to year a greater portion of their funds than was sufficient to defray the expences of the State Government."

The well-meaning opposition which the Canals for a certain time encountered, as well in as out of the Legislature, was not without its good effects. It induced a circumspection, economy, and system of rigid accountability, which might not have been observed, if all had been as unanimously and zealously in favor of Canals, as they are at the present moment.

It has been said, in this Memoir, that the Erie Canal is the longest in the world. It is believed that it is so; but it must be recollected that we speak of it as one continuous uninterrupted artificial Canal, for upwards of three hundred and sixty miles.

As has been mentioned, England has more than a hundred Canals: but she has no one, which, independent of branches, extends a hundred miles.

The largest Canal in France is the Canal of Languedoc, which is one hundred and fifteen miles.

The inland navigation of Russia is so extensive, that it is said to be possible to convey goods by water near four thousand five hundred miles, but this is by using her Lakes, and natural water-courses, which are connected by Canals, no one of which is more than half as long as the Erie Canal.

Besides innumerable Canals spread over the whole surface of China, she has an inland navigation, extending from Canton to Pekin, a distance of eight hundred and twenty-five miles, but this navigation is not formed by an uninterrupted Canal. On the contrary, the artificial works are connected by Lakes and natural water-courses. But it is extraordinary that the Chinese do not use locks, at least not generally. They pass from one level to another by means of sluices. This renders the descent dangerous, and the ascent so difficult and laborious, that it requires the united exertions of many men to drag a vessel from a lower to a higher level.

But if we consider the extent of the internal navigation which is opened by the formation of the New York Canals, we shall find it greatly beyond that which any other country in the world affords. Within our own State we have a navigation into the minor Lakes, and upon several navigable streams, that can not be less than a thousand miles.

From the embouchure of the Canal at Lake Erie, to the head of Lake Superior, is more than one thousand miles, but with slight interruption the water communications extend to the Arctic Sea.

Had Captain Franklin, and his party, who are now exploring those regions for a North-west passage, commenced his expedition, so as to have arrived here a few months later than he did, he would have found that he could have been transported from London, five thousand miles towards his destination without being obliged to set his foot on land.

By the Erie Canal, and the Oswego River, there is a communication with the Lower Saint Lawrence, and thus an inland navigation

is opened through the whole extent of that river, which, added to the Lakes, gives a line of navigable waters extending not less than two thousand miles.

The Lake coast, including Lake Michigan and Green Bay, extends nearly four thousand miles, besides there are many navigable rivers falling into the Lakes and the Saint Lawrence, with which a perfect water communication from the City of New York, is formed by opening the Erie and Champlain Canals.

It is curious to observe, that by these artificial water-ways, the continent of America will be divided into great islands.

One, bounded by the Champlain Canal, the Sorel, the Saint Lawrence, the Atlantic, and the Hudson. Another, by the Champlain Canal, Lake Champlain, the Sorel, the Saint Lawrence, Ontario, the Niagara, Lake Erie, and the western Canal. And a third, is bounded by the Hudson, the Erie Canal, the Lakes, the water communication which exists between them at certain seasons, and the waters of the Mississippi, the Mississippi, the Gulf of Mexico, and the Atlantic. A Canal, of not more than one mile and three-quarters, between the Ouisconsin, which falls into the Mississippi, and the Fox River, which empties into Lake Michigan, streams that are now constantly navigated, will form another immense island, that will have Lake Superior for its northern, and the Mississippi for its western boundary.

Indeed, every Canal that may be opened. and make a communication between the waters of the Lakes and of the Mississippi, will form a new subdivision of the continent into islands, with the immeasurable shores of

which the city of New York may have commercial intercourse, with more certainty, facility, and advantage, than if they were washed by the sea.

But, supposing no other communication to be completed than that with the Mississippi, which will be formed by the Canal that Ohio is now executing, we shall then have a perfect line of internal navigation, from the city of New York, by the Hudson, the Erie Canal, Lake Erie, the Ohio Canal, the Ohio, Mississippi, Missouri, and Jefferson Rivers, to the foot of the Rocky Mountains, a distance of nearly five thousand miles; and, with less interruption than there is in the great China Canals. By Lewis River and the Oregon, we shall have an internal navigation from the Atlantic to the Pacific.

From Astoria at the mouth of the Oregon, to China, would, in a steamboat, on the Pacific ocean, be a passage of some fifteen or twenty days. And thus, will be formed a northwest passage to India, for which Hudson was searching when he discovered the river which bears his name.

It is possible that the route above indicated may be that which will hereafter be pursued by travellers between the western shores of the European, and the Eastern shores of the Asiatic continents. New York, Albany, Utica, Buffalo, Cleveland, and St. Louis, may become post towns on the common high road to India. This route would hardly be half as long as that which is now pursued by sea; and though a journey to China, through our Canals, Lakes, and Rivers, and over the North Pacific, would be longer than the route over the European and Asiatic continents, yet the former could be accomplished with much the greater ease. A person embarking on the Thames, by pursuing always a westerly course, with some deviations to follow the sinuosities of the rivers and Canals, might arrive at China, without setting his foot on land, except to cross the Rocky Moun-

tains, over which we shall, in time, if a Canal be impracticable, have a turnpike road.

The principal navigable rivers, west of the Allegany Mountains, which are tributary to the Ohio, Mississippi, and Missouri, with which, (supposing the Ohio Canal to be opened,) we shall have an internal water communication, extend more than six thousand miles; and thus, if we take the northern rivers, the shores of the Lakes, the Ohio, the Mississippi, the Missouri, and the other principal tributary rivers above mentioned, we shall have an internal navigation, connected with the city of New York, by the Canals of this State, of more than fifteen thousand miles. If we take into the account the innumerable minor navigable streams, which are branches of the great water-courses above enumerated, and the rivers discharging themselves into the Gulph of Mexico, independently of the Mississippi, such as the Apalachicola, the Alabama, the Tombeckbee, Pearl River, and others, the estimate made by the Assembly, in their answer to the Governor's speech, in eighteen hundred and eighteen, that the internal navigation which would be connected with the Hudson, by the Canals, would amount to forty or fifty thousand miles, will not appear exaggerated.

The Canals of New York and Ohio will make a change in the course of waters on the American continent, which it could hardly have been believed the power of man could have effected. From the summit level of the Champlain Canal, waters, which used to find their way to the Atlantic through the Hudson, will be turned back, and will now mix with the sea in the Straits of Belisle. Streams, on the summit level of the Ohio Canal, which now swell the cataract of Niagara, will be conducted to the Gulph of Mexico, by the channels of the great river.

When we consider that the immense regions surrounding the Lakes, and bounded by the great rivers, water-courses, and Canals, to which we have adverted, are all within the temperate zone,—that they are all capable of sustaining man;—that they are populating with astonishing rapidity,—that the greatest part of the soil is fruitful, and much of it as rich and productive as any on earth, we must be impressed with ideas of the importance of the great works we have accomplished.

Though New York cannot expect to attract more than a part of the commerce of these vast countries, yet till other communications are opened between the west and the east, a large portion of it will be drawn to her great market. New channels may divert some of the trade of the west from New York, but her position on the confines of the sea, at a point nearer to the Lakes than any other on the whole American coast;—her beautiful, spacious, and secure harbour,—her constantly uninterrupted navigation, to the ocean,—and her healthful climate, are advantages which are combined at no other spot in the United States. New York must largely share in the fur trade of the north, for which so much human blood has been shed. The water communications between Hudson's Bay and the Mississippi, and Lake Superior, are almost perfect. The inhabitants of the shores of all the great Lakes will find their natural market at the mouth of the Hudson: the upper Mississippi, the Ohio, and all their tributary streams, will send produce, and receive returns from this mercantile emporium. When the boundless regions of the Missouri are populated, and the fruits of their cultivation are deposited at Saint Louis, there are many circumstances which will induce a transportation of a part of them, at least, to this metropolis, through the Ohio and New York Canals.

Although all these anticipations should not be realised, yet we may be sure that, before the close of the present century, New York, which, at the conclusion of the revolutionary war, contained less than twenty-five thousand inhabitants, and now has one hundred and seventy thousand, will be one of the greatest commercial cities in the world.

I am aware that these estimates of the effects of our Canals will appear to be exaggerated or enthusiastic. Possibly they may be so. The occasion does not require accurate measurements and precise calculations of distances. If there be error in any of those which have been presented, they may be corrected by reference to a map of the United States, from a view of which they are made. As to the future advantages of the water communications, the opening of which we are about to celebrate, we may be permitted to mix our hopes and wishes and the feelings of the moment with our speculations. Were this a work that would ever be resorted to for practical information, it would be necessary to employ time, not now allowed, for mature reflection, and it would be proper to subdue the excitement which success in so great an enterprise must, for a time, create in any breast not preternaturally cold.

It has been said that we Americans, not content with the consideration to which our actual condition entitles us, indulge a boastful disposition in anticipations of future greatness. If this be so, it is at least as pardonable as the weakness of those who pride themselves on the greatness of their ancestors. Our former predictions, however extravagant they may have appeared, have been more than realised. Around us every object is new, youthful, and vigorous: it is natural that we should indulge and express hopes of continued prosperity, and of a rich and powerful maturity. Did we live amidst ruins, which mark former greatness;—were we always presented with scenes indicating present decay, and forboding

constant deterioration, we might be as little inclined as others, to look forward. But we delight in the promised sunshine of the future, and leave those who are conscious that they have passed their grand climacteric, to console themselves with the splendor of the past.

After the views we have taken of the advantages which will result from the Canals, it seems almost unnecessary to descend to estimates of their costs, and of what will be their money produce to the treasury of the State. But something on this topic will be expected.

The Canals not having been completed when the commissioners made their last report, there are not now documents before the public which will shew precisely what has been the cost of these works. There are, however, data which enable us to ascertain the amount very nearly.

In the annual report of the commissioners of the Canal Fund, made in eighteen hundred and twenty-five, they state that all the monies paid for the Canals, up to the first of January, of that year, after deducting the tolls received, amounted to eight millions eight hundred and twenty-nine thousand and fifty-dollars. We find that the tolls received to the last mentioned date amounted to four hundred and ninety-one thousand four hundred and fifteen dollars; and, according to the last report of the Canal commissioners, it then required to complete the Canals, and to satisfy all claims for damages, eight hundred thousand dollars. These sums added together amount to ten millions one hundred and twenty thousand, four hundred and sixty-five dollars, which may be taken as the whole amount which has been disbursed on account of the Canals.

The Erie Canal is three hundred and sixty three miles in length, and, on the Champlain route there are eighteen miles of Canal. The extent,

therefore, of canalling is three hundred and eighty-one miles, which gives an average of twenty-six thousand two hundred and forty-one dollars a mile.

But there are, connected with the Champlain Canal, forty-six miles of improved navigation in the Hudson, and in Wood Creek. The expence of these improvements has been very great: so that, in estimating the cost of the Canals per mile, these forty-six miles ought to be taken into the calculation. This makes the whole length four hundred and twenty-seven miles, and the cost, per mile, twenty-three thousand four hundred and twenty dollars.

But, it must be recollected, that when the question is, how much the Canals have actually cost the State, they must have credit for the amount of the tolls they have yielded.

The last mentioned report of the Canal commissioners states, that from the opening of the navigation in the spring of eighteen hundred and twenty-four, till it was closed by the winter, late in December, of the same year, although only two hundred and eighty miles of the Erie Canal were navigable, and "although the regions west of Buffalo, had hardly begun to pay their contribution to the western Canal," amounted to three hundred and fifty thousand, seven hundred and sixty-one dollars. The commissioners calculate that the tolls, for the present year, will amount to five hundred thousand dollars; and that for the nine years succeeding January eighteen hundred and twenty-six, they will increase at an average of seventy-five thousand dollars a year. That the tolls, with the revenue pledged by the Constitution of the State, adopted in eighteen hundred and twenty-two, to the Canal Fund, till the Canal debt be extinguished, will in ten years, besides meeting all necessary expences for repairs and superin-

tendence pay off the whole of the Canal debt which, it is estimated, will on the first of January next, when the Canals will be entirely completed, amount to seven millions, six hundred and ninety-three thousand, seven hundred dollars; and will, at the expiration of the period last mentioned, leave the State in the receipt of a clear, unincumbered revenue, from the Canal Fund, of more than a million and a half of dollars.

But when the Canal debt is paid, the salt tax, and the State duties on sales at auction may be, and the former probably will be, repealed. The steam-boat tax, it is presumed, cannot, or will not, be collected. If, then, we deduct, after January, eighteen hundred and thirty-six, from the proceeds of the Canal Fund, four hundred and twenty-five thousand dollars, for these objects (they now amount only to three hundred and fifty thousand dollars) and make a further deduction of one hundred thousand dollars for repairs, collection, and superintendence; the State will then have a nett revenue, arising from the Canals, free of all charges, of one million of dollars, which is more than equal to four times the ordinary annual expences of her government.

So that if the expectations of the Canal commissioners, as to the tolls be realised, and the financial scheme they have proposed, or any other as effectual be adopted, and firmly and faithfully pursued, this State will, after the expiration of ten years, exhibit to the world the novel spectacle of a community of between two and three millions of people, (for our population will be at least as extensive in ten years), not only maintaining their Government, without taxes, but deriving a large surplus revenue from property of the State.

We shall, it is true, be still liable to pay the imposts which the General Government may think proper to impose, on such foreign goods as we may

choose to consume; but the independent farmer, who raises on his own lands, and manufactures all that he eats, drinks, wears, and uses, may live, without paying to the State or to the national Government, any kind of tax, either direct or indirect.

It is worthy of remark, that in the eight years, during which the State of New York has been expending between nine and ten millions in the construction of her Canals, there have been collected, for duties of impost and tonnage, at the Custom-house, in the city of New York, and paid into the treasury of the United States, more than sixty-four millions of dollars; besides other monies collected at the Custom-houses of the United States in other parts of the State, the amount of which there is now no opportunity to ascertain.

Within the period just mentioned, more than nine millions of dollars have been raised in the State, and applied to the support of common schools; besides, very large sums have been bestowed on colleges, and for the promotion of science and literature.

The commissioners say, that their calculations, as to the receipt of tolls for the time to come, have been estimated so much within the probable proceeds, that they presume no contingency can take place, which will reduce the aggregate amount of the Canal Fund, at the end of ten years, below the sum specified. There is the more confidence due to their estimates, because, it is certainly true, as they remark, that hitherto their anticipations, in reference to the receipt of tolls, have uniformly fallen short of the reality. They add, that they have no doubt but that the same fate awaits the calculations which are presented in the report to which we now refer, and they express a confidence that the Canal tolls are destined to a much more rapid increase than the commissioners have made the

basis of their calculations as to the extinguishment of the debt. They suppose, that there is now within the sphere of the operation of the Erie Canal alone, a population of one million of inhabitants; and that, that population will continue to increase at a ratio, which will double it in ten years; that the tolls will be annually augmented in proportion to the increase of the population. Then, in the year eighteen hundred and forty-six, the Erie Canal will, of itself, produce a revenue of two millions of dollars; and, in the year eighteen hundred and fifty-six, four millions of dollars.

The anticipations of the Canal commissioners, as to the time in which the Canal debt may be paid off, are supported by the Report of the commissioners of the Canal Fund, and by a Report of a joint committee of the Senate and Assembly on Canals, to which the Reports of both these Boards were referred.

The Committee, in their Report say, "that the productiveness of the Canals is established, and the income derivable from them far beyond the anticipations of the most sanguine. The Canals will pay for themselves, as the committee believe, in a shorter period of time, than estimated by the commissioners of the Canal Fund, in their highly interesting and valuable Report, made to the Legislature, at the present Session."

What will be the augmentation of revenue from the Erie Canal, now that it is entirely opened, and becomes the high road for the commerce of the shores of the Lakes, and of the rivers of the north and west, it is impossible to predict.

Hitherto, persons using the western Canal have been almost entirely inhabitants of our own State, living near it. But, no doubt, as, the commissioners say, the time will arrive, within fifty years, when the number

of the people of this State, who will use the Canal, will form but an inconsiderable fraction of the whole number whose property will float upon it; when nine-tenths of the produce and merchandize transported upon the western Canal, will pay toll for the whole length of the line.

It seems certain that, in a short time, the receipts of toll will be limited by nothing but the capacity of the Canals to admit the passage of boats. Ten thousand boats passed at the junction locks the last season, which is at the rate of about forty a day, for two hundred and fifty days, during which time we may calculate that the Canal, in ordinary seasons, will be free from ice.

One hundred and twenty-boats are probably as many as can be passed through the locks in twenty-four hours. Though a single boat may be passed in less than twelve minutes, yet there would be so many circumstances to create delay, when boats come to be continually passing, night and day, that ten or twelve minutes is as little as should be allowed for the passage of each boat.

In the course of a few years after the Ohio Canal is opened, more boats will be struggling for a passage than can get through without great delay. Double locks, at least at the junction, and a Canal on the north side of the Mohawk River, which is already in contemplation, must be made.

These anticipations, as to the condition of the State, in eighteen hundred and thirty-six,—in regard to the debt,—and as to the revenue the Canals will produce, are founded on the supposition that no new debts are created for similar or other purposes.

The faith of the State as to the revenue pledged by the Constitution to the Canal Fund, and as to the tolls of the Canals now completed, should, and no doubt will, be held sacred to the extinguishment of the debt created for the construction of these Canals; but it does not follow that the large surplus revenue the State will receive, after the present Canal debt is paid, may not be regarded as the basis of a new credit, on which to raise monies to be applied to further internal improvements, which, though they may not yield as large a revenue as the existing Canals, will be of great advantage to large portions of our population, who, till other communications be opened, will feel no other benefit from what has been done, than that they share in the general prosperity.

It is the duty of a Government to distribute its favors as equally as possible. Canals should be made "to pass through every vale, and wind round every hill," if it can be done with a due regard to the present and future resources of the State.

No maxim in political economy is so dangerous as that a public debt is a public blessing. When we reflect that the debts of the European Governments, which doom most of them to an eternal bankruptcy, have been created to support wars, that determined nothing but who should be the people's masters, and impose upon them, new burthens, it is not wonderful that such a precept should be odious. It could only have been adopted where Governments require other support than the affections of their subjects.

But, if it would not be as pernicious, it would, at least, be unwise, and unjust, to maintain that Government should contract no debt, however beneficial the object may be for the present, or in relation to the future.

Had this State been, and were she always to be, governed by such a determination, the great works from which we, and our most remote descendants will derive such incalculable advantages, would not have been, and could never be, executed. In truth, there seems no reason of policy or justice that ought to restrain a government from referring to posterity the payment of some portion of a debt, created more for their benefit than for that of the existing generation; particularly when those of future times will have augmented means, arising not only from the object itself, for which the debt was incurred, but from increased population. For example: to pay the Canal debt, at this moment, would require from each citizen of the State, about five dollars. Supposing our population to double, in eighteen years, it would require, from each citizen, a contribution of only two dollars and a half, to pay the debt at the expiration of that time. This is supposing that the Canals will yield only enough to pay the interest of the money borrowed on their account. But we have seen that they will do a great deal more.

These reflections are not made so much in reference to the Canals already completed, as with a view to the great number of internal improvements which we see, by the public papers, are contemplated.

We have yet to consider the Canals in more interesting and important relations. They are intimately connected with our social and political institutions.

The important act of eighteen hundred and seventeen, which established the Canal Fund, constituted a board of commissioners to manage it, and authorised the Canal commissioners to commence the Canals, is prefaced by a declaration of the Legislature, which is an evidence that they did not engage in these important works, without correct and enlarged

views of the advantages that would result from their completion. In the preamble to the above-mentioned Act, it is said, that "navigable communications between Lakes Erie and Champlain, by means of Canals connected with the Hudson, will promote agriculture and commerce, mitigate the calamities of war, and enhance the blessings of peace,—consolidate the union, advance the prosperity and elevate the character of the United States."

Already have these anticipations been realised. The money spent in the construction of the Canals has enriched the inhabitants of the great portions of the State through which they pass.

But their permanent influence on agriculture is much more important. The difference between what would have been the price of transporting a ton of wheat to the New York market before the Canals were made, and what it now costs, all goes to the profit of the agriculturist. The farmer of Le Roy, in Genesee county, who in eighteen hundred and nineteen, sold his wheat at thirty cents a bushel, now obtains a dollar, there, for the same quantity.

There are too, many products of the soil, which, unless they can be cheaply transported, are of no value; but now, that the Canals are open, the distance from market may be almost computed by the distance from the Canal, or the distance from the water communications with it: so that the farmer at Cleveland, or Detroit, as to all beneficial purposes, is as near to the city of New York, as an inhabitant of Otsego county was four years ago.

It is, for this reason, that farms near the Canal lines, have not as yet increased in price, as it was expected they would do. Owners of these

lands have been selling them for less than it was thought they would at this time have commanded, because they found that for what they could obtain for an acre on the Canal, they could purchase five or six acres equally good in Ohio, the Michigan territory, or further west; and that the price at home of the produce of the one, would be nearly equal to the price of the produce of the other, because the difference of the cost of transportation to market would be inconsiderable.

There is no fact that can more forcibly illustrate the advantages of Canal navigation to the agriculture of a country, than that which is related of the effects of the Canals in Ireland, although they are on so limited a scale. To insure a competent supply of corn for the consumption of the city of Dublin, the Government paid, before the inland navigation to that city was opened, a bounty of one hundred thousand pounds Irish, for the transportation of corn to that capital; "but, in place of this being the case, that city has now become one of the first corn ports of Europe; and Ireland, in general, which half a century ago imported corn to half a million per annum, has now a surplus produce in that article to the value of four millions of pounds sterling, per annum."

The author of the article on inland navigation, in the Edinburgh Encyclopœdia, seems to impute this astonishing change in the condition of Ireland, to the improvement of her internal water communications. Possibly it is owing to the same cause that Ireland has of late been able to supply us with cargoes of potatoes. Probably we shall soon have it in our power to return the favor by sending her some from the county of Niagara or Green Bay. A cargo of bricks for building, from Antwerp, which is now landing on our wharves, we hope is among the last that will be brought to us across the Atlantic. Our supply of this article will undoubtedly be in-

creased from the Canal countries, where, on account of the abundance of fuel, it can be manufactured at, comparatively, little cost. Besides, the use of bricks will, in some measure be, superseded by marble, of which there are such quantities and varieties on the Canals, and of which, already, so many private as well as public buildings are erected in our city.

As an additional evidence of the advantages that Canals will be to agriculture, and at the same time to shew that their produce will be beyond any thing that was anticipated in their origin, because, they will be used for purposes not then contemplated, the commissioners mention, in one of their reports, that leached ashes, for manure, were transported from Fort Edward, on the Champlain Canal, to Long Island. The distance is near two hundred miles.

As a further evidence that the Canals are used for purposes which, it is probable, never entered the minds of their projectors, it may be mentioned here, though somewhat out of the course we were pursuing, that there are floating stores and taverns, on the Erie Canal. Among other things the traveller will unexpectedly meet, are a book store, and circulating library, and a museum of living, as well as of inanimate natural curiosities. These floating establishments remove from place to place on the Canal, as the owners think may be most to their advantage.

The public papers apprize us, that there will arrive to-morrow, with the first Canal boat, a vessel called Noah's Ark, from the yet unbuilt city of Ararat, which is to arise on an island, near the western termination of the Canal. She will bring, it is said, to our metropolis, to gratify the curiosity of its inhabitants, specimens of all manner of living things, to be found in the forests that surround the Falls of Niagara.

The Canals have been more used, by travellers, than was anticipated. There are, upon the western Canal, a great number of boats, elegantly fitted up, which are entirely employed in carrying passengers. They travel at the rate of four miles an hour, a speed which the law, to prevent injury to the banks of the Canals, does not allow them to exceed.

The fare is four cents a mile, for which excellent provisions and comfortable lodgings are provided on board the boats. The price of a passage from New York to Albany, one hundred and fifty miles, in the best steam packets, is four dollars: in other steam boats it is less, and in the steam tow-boats, as low as one dollar. So that a person may travel from New York to Buffalo, with the utmost comfort, and without fatigue, for about eighteen dollars. Indeed, for much less, if he chooses to take the inferior steam boats on the river, and the freight boats, on the Canal, which carry passengers at a lower rate than the passage boats. This journey, of five hundred and thirteen miles, may be accomplished, by steam boats and Canal boats, in six days.

Great complaints are made of the lowness of the bridges which cross the Canal, and which, to accommodate the inhabitants whose farms are frequently divided by it, are very numerous, and oblige passengers to leave the deck as often as they occur. But, it must be recollected, that the object of these Canals was not to accommodate passengers: they were not necessary for this purpose, when we have turnpike roads over which a person may travel, with much greater speed, than can be permitted on the Canals. They were intended for the transportation of produce and merchandize. The bridges could not be made higher without much further expence, and great inconvenience to the farmers, for whose accommodation they were designed. On the other hand, bridges, not permanent, would subject the boats to great interruption and delay. When the

Canals are as much occupied by freight boats, as unquestionably they will be in a very short time, they must be abandoned by all travellers, except those of mere curiosity. The interruptions in passing the locks, when the Canals are full of boats, will be so great, that those who wish to travel, with any expedition will prefer another mode of conveyance.

The inexhaustible sources of living waters, from which the Canals are supplied, afford, in almost every part of their lines, a surplus, which, wherever they are raised above the level of the country, can be applied to move machinery. The privilege of using this water power, is leased, or sold, by the State, and so will materially augment the revenue from the Canals. But this is an inferior consideration compared to the advantages which agriculturists and manufacturers must derive from being furnished with these means of moving their mills and machinery. Manufacturing establishments, of great importance, are starting up throughout the extent of the Canals.

There are some manufactures which the traveller may observe near the Canals, which, though apparently of no great consequence, yet are so new and ingenious, as not to be undeserving of notice.

The city of New York, and, indeed, most parts of the State, are now supplied with pails and tubs, and wooden ware of that description, made by turning lathes, and other machinery, moved by water. In our neighbouring county of West Chester, there are fields, enclosed by fences curiously put together, in pannels, on the borders of our artificial rivers, and, after being transported several hundred miles, were purchased for much less than any other fence, equally good, could be made for, near where they are used.

Those who apprehended that the Canals would be injurious to the farmers living near the city, and making no use of them, and who supposed that the value of the produce of the southern counties would be depreciated by supplies which would, by means of the Canals, be brought cheaply to the market from a distance, find that their fears, in these respects, were groundless. The increase of the population of the city, keeps pace with the increase of supplies. There is already another New York grown up from that which existed before the Canals were commenced, and the demand for the provisions of the southern farmers is as great as it was when they had the monopoly of the market. At the same time the money they receive is increased in value by the diminution of the price of labor, and of commodities. The wives and daughters of Delaware county, will sell their butter and cheese for as much as they could have obtained if there were no Canals, and will buy American cottons, their ribbands and gowns, at a less price; while their husbands and fathers will find the expences of cultivation diminished.

The vast quarries of marble, and beds of gypsum,—the inexhaustible mines of iron ore, and the immeasurable forests, which are contiguous to the Canals, indicate how advantageous they would be, even if their effects were confined to our own State: but when we see the connections they will form with boundless fields producing raw materials, and with markets, the human mind is hardly capable of comprehending the extent to which they will promote agriculture, manufactures, and commerce.

We see, with astonishment, the progress already made in populating regions which only yesterday, it may be said were uninhabited. Already the whole Canal line is occupied. Almost at every turn in its course

the traveller will find a village presented to his view, about which every thing indicates, by the newness of its appearance, that it is but the growth of a few months. He will frequently see, on the borders of the Canal, a large excavation for a basin, intended for the port of a town, which he will perceive by the scale on which the streets are laid out, by the preparations for public buildings, and private stores, and warehouses, is considered as the foundation of a great city, the founders of which may fancy that they, or their posterity, will date "ab urbi condita," though the scite is still overshadowed by the forests, which there has not been time to clear from the back grounds. It is indeed curious to observe, in some places, houses of no mean appearance, erecting and marking the lines of spacious streets, from which the stumps of the trees, on which the timber employed in the buildings may have grown, are not eradicated.

The founders of each of these nascent cities, anticipate that the spot they have selected, has advantages which will insure it a growth and prosperity equal to other places whose origin is similar: Utica, Rochester, and Buffalo, now of importance, and commanding a great trade, were but a few years ago as new as any of those which are starting with a hope to rival the elder offspring of the Canals.

The effects that facilitating communications will have on the social habits and feelings of our citizens, is not one of the least advantages we shall derive from these works. Formerly the inhabitants of our sea-board, and of our northern and western territory, were almost strangers to each other. We thought, and spoke of the borders of the Lakes as of some distant territory, a journey to which was not so often made, as a voyage across the Atlantic. But the great commercial relations, which at present exist between every part of the State, oblige our citizens to have frequent personal intercourse; and, out of this, grow kindly sentiments, that never

can exist between those who have no common interest, and have no intimacy. Now, a citizen of New York thinks much less of a journey to Buffalo, than he did formerly of going to Albany; and persons who never would have known each other, daily mix in our familiar circles, with mutual good feelings.

All the great and wise men who have been concerned in projecting and executing these works, and others, of a similar nature, have made the important effects, which the improvement of the means of internal intercourse would have on our political institutions, a theme of their writings. We have seen with what zeal Washington devoted himself to forming water communications between the west and the south, with a view to their political effects:—the territory we now possess, extending from the Atlantic to the Pacific; from Key West to the Saint Croix, more than twenty-six degrees of latitude, and embracing two millions of square miles, could not have been retained under one Government, if we had no other means of water communication than existed twenty years ago. Natural barriers must have divided us into as many distinct Governments, as there would have been distinct interests. Why should the trans-Allegany States have remained united with those on the Atlantic, when the mountains rendered all profitable intercourse between them impracticable? Nay! the different sections of our own State were becoming estranged from each other: we may all remember when a division of this State was the subject of familiar conversation. The Saint Lawrence was the high road to the only market the inhabitants of our western territory could reach; and Montreal, if not under her present form of Government, under some other, would soon have been to them, what New York now is.

But the establishment of steam navigation, and the opening of Canals, have not only consolidated the interests of our own State, but indissolubly

united every part of the Union. It is impossible to dwell on this part of the subject, without repeating language which has been used by those who have been the advocates of the Canals Governor Clinton, in his speech, at the opening of the Session, in eighteen hundred and nineteen, presents the subject to the Legislature in the following eloquent words. "In the United States our liberty and our Union are inseparably connected; a dismemberment of the Republic into separate confederacies would necessarily produce the jealous circumspection, and hostile preparations, of bordering States: large standing armies would be immediately raised,—increasing and vindictive wars would follow,—and a military despotism would reign triumphant on the ruins of civil liberty: a dissolution of the Union may, therefore, be considered as the natural death of our free Government, and to avert this awful calamity, all local prejudices and geographical distinctions should be discarded. The people should be habituated to frequent intercourse and beneficial intercommunication, and the whole Republic ought to be bound together by the golden ties of commerce, and the adamantine chains of interest.

"When the western Canal is finished, and a communication is formed between Lake Michigan and Illinois River, or between the Ohio and the waters of Lake Erie, the greater part of the United States will form one vast island, susceptible of circumnavigation, to the extent of many thousand miles. The most distant parts of the confederacy will then be in a state of approximation, and the distinction of eastern and western, and southern and northern interests, will be entirely prostrated. To be instrumental in producing so much good, by increasing the stock of human happiness—by establishing the perpetuity of free government,—and by extending the empire of improvement, of knowledge, of refinement, and of religion, is an ambition worthy of a free people. The most exalted reputation is that which arises from the dispensation of happiness to our fellow creatures;

and that conduct is most acceptable to God, which is most beneficial to man. Character is as important to States, as to individuals, and the glory of a Republic, founded on the promotion of the general good is the common property of all its citizens."

Among those who have written on this subject, no one appears more clearly to have seen, or more forcibly to have urged the advantages of navigable communications in relation to our Government and Union, than the late Robert Fulton.

When Mr. Gallatin was about forming the Report before mentioned, which he made to Congress, in eighteen hundred and eight, he addressed one of the circulars, by which he sought information, to Mr. Fulton, who, after having enumerated, in his answer, the economical advantages of roads and Canals says, "numerous have been the speculations on the duration of our Union, and intrigues have been practised to sever the western from the eastern States. The opinion endeavoured to be inculcated was, that the inhabitants beyond the mountains were cut off from the market of the Atlantic States; that, consequently, they had a separate interest, and should use their resources to open a communication of their own; that remote from the seat of Government, they could not enjoy their portion of advantages arising from the Union, and that sooner or later they must separate, and govern for themselves.

"Others, by drawing their examples from European governments, and the monarchies which have grown out of the feudal habits of nations of warriors, whose minds were bent to the absolute power of the few, and the servile obedience of the many, have conceived these states of too great an extent to continue united under a republican form of government; and that the time is not distant when they will divide into little kingdoms,

retrograding from common sense to ignorance, adopting all the follies and barbarities which are every day practised in the kingdoms and petty states of Europe.

"But those who have reasoned in this way, have not reflected that men are the creatures of habit, and that their habits, as well as their interests, may be so combined as to make it impossible to separate them without falling back into a state of barbarism.

"Although, in ancient times, some specks of civilization have been effaced by hordes of uncultivated men, yet it is remarkable, that since the invention of printing and the general diffusion of knowledge, no nation has retrograded in science or improvements; nor is it reasonable to suppose that the Americans, who have as much, if not more information in general, than any other people, will ever abandon an advantage which they have once gained.

"England, which was at one time seven petty kingdoms, has by long habit been united into one. Scotland, by succession, became united to England, and is now bound to her by habit, by turnpike roads, canals, and reciprocal interests.

"In like manner, all the counties of England, or departments of France, are bound to each other; and when the United States shall be bound together by Canals, by cheap and easy access to a market in all directions, by a sense of mutual interests arising from mutual intercourse and mingled commerce, it will be no more possible to split them into independent and separate governments, each lining its frontiers with fortifications and troops, to shackle their own exports and imports to and from the neighbouring States, than it is now possible for the Government of England to divide,

and form again into seven kingdoms. But it is necessary to bind the states together by the people's interests, one of which is to enable every man to sell the produce of his labor at the best market, and purchase at the cheapest. This accords with the idea of Hume, "that the Government of a wise people would be little more than a system of civil police: for the best interest of man is industry and a free exchange of the produce of his labor, for the things which he may require.

"On this humane principle, what stronger bonds of union can be invented, than those which enable each individual to transport the produce of his industry, twelve hundred miles, for sixty cents the hundred weight? Here then, is a certain method of securing the union of the States, and of rendering it as lasting as the continent we inhabit."

At the conclusion of a work on Canals, which Mr. Fulton published in England, in seventeen hundred and ninety-six, he subjoins a letter addressed by him, at that time, to the Governor of Pennsylvania, (Thomas Mifflin, Esq.) in which he urges that State to open Canal communications from the Lakes to the Atlantic waters. In this, he says, "I hope I shall see the time when Canals will pass through every vale, wind round each hill, and bind the whole country together in bonds of social intercourse."

Had this philanthropic, patriotic, and enlightened citizen been spared but a few years, his anticipations, in part, at least, would have been realised. The Erie, Champlain, and Ohio Canals, are but the commencement of a system, the progress of which nothing can arrest. In our own State the Lacawaxen Canal, from the head waters of the Delaware, to the Hudson, is nearly completed a Canal from Oswego, on Lake Ontario, to the Erie Canal, and a Canal to make more perfect communications between the Cayuga and Seneca Lakes, and the Erie Canal, are in great forwardness.

At the last Session of the Legislature, a law was passed, authorising surveys, for seventeen Canals, in different parts of the State.

The Legislature had a just estimate of the work in which they were about to engage, when, in the preamble to their act of eighteen hundred and seventeen, they said the completion of these enterprises will elevate the character of the United States. It must do so, when it is considered, that the New York Canals have been executed by a single Member of the Union, which, less than fifty years ago, was a Colony, with a population not exceeding two hundred thousand; that of that time eight years have been passed in struggles for independence, and three years in a war to which she was a party with the most powerful nation on earth.

But, whatever may be thought abroad, we cannot but have a just pride in the execution of works, which are not surpassed. Posterity will look back to those who transmitted these blessings, with admiration and veneration. The fourth of November, eighteen hundred and twenty-five, when we shall for the first time, have in our harbour boats from Lake Erie, will ever live in the memories of a grateful people; and the splendor with which that event will be celebrated by the City of New York, will be remembered, as an evidence of the patriotism and liberality of her citizens and magistrates.

NOTE.

The learned writer of the preceding Memoir has, probably through delicacy, made two omissions which the Committee deem it their duty to supply.

In page eleven of the Memoir, a reference is made to a Report, submitted as early as the year seventeen hundred and twenty-four, to the Colonial Governor, by the *then Surveyor General of the Province of New York.* In the next page, the author of the Report to Governor Burnet, is designated as the *Historian of the Five Indian Nations.* And in page twenty-eight he is again referred to as the *Surveyor General of the Province, &c.* His name, however, is no where mentioned in the Memoir.

The Report alluded to is a most able document. It is entitled "A Memorial concerning "the Fur-trade of the Province of New York, presented to his Excellency William Burnet, "Esq. Captain General and Governor, &c. by Cadwallader Colden, Surveyor General of the "said Province, the tenth of November, seventeen hundred and twenty-four."

In this Report the author not only describes the water-courses and portages between this and Canada, and those between us and the great western Lakes, with wonderful accuracy, but presents, in the clearest manner, the immense facilities which these water communications are susceptible of affording to our internal trade. He also carries his views beyond the Lakes to the Mississippi, and after stating that "many of the branches of that river come so near to the "branches of the rivers which empty themselves into the great Lakes, that in several places "there is but a short land carriage from the one to the other;" he concludes with the following emphatic observation:—"If one considers the length of this river (the Mississippi), and "its numerous branches, he must say, *that by means of this river and the Lakes, there is opened to "his view such a scene of inland navigation as cannot be paralleled in any other part of the world.*"

The Report will be found at length in his History of the Five Indian Nations, printed in London, in seventeen hundred and forty-seven. A map is attached to the work, shewing the Lakes, the proximity of many of the important water-streams to them, and the portages or carrying places.

Mr. Colden was the Lieutenant Governor of the Province of New York for many years, and the administration of the Government repeatedly devolved upon him, by the death or absence of several Governors in Chief. He was a man of great ability and probity, and maintained a literary and philosophical correspondence with Linnæus, Dr. Franklin, Gronovius, Dr. Pottersfield, Dr. Whittle of Edinburgh, Mr. Peter Collison, F. R. S. of London, and other distinguished men of the age. His life will be found in Dr. Rees' Cyclopœdia, Phil. Ed. Vol. IX.

The writer of the Memoir, who is the grandson of Governor Colden, has, perhaps, with propriety, omitted to introduce his own name. The work, however, which he has prepared at the request of the Committee of the Corporation, shews his high estimate of the Canal policy.

It is, nevertheless, due to him to state, that he was one of a Committee who, in eighteen hundred and fifteen, was appointed by a Meeting of citizens, in the City of New York, to draw a Memorial to the Legislature in favor of the contemplated western and northern Canals. In eighteen hundred and eighteen Mr. Colden was elected one of the Vice Presidents of the "New York Corresponding Association for the Promotion of Internal Improvements."

In the same year, eighteen hundred and eighteen, he represented the City of New York in the Assembly of the State, and drafted the answer to the speech of Governor Clinton; a part of that answer is contained in the Memoir, pages fifty-one—fifty-three, and shows the then views of Mr. Colden on the great work, the completion of which we have lately celebrated.

In eighteen hundred and twenty-four Mr. Colden was elected a Member of the Senate, from the first Senatorial District, and in that public station, which he yet fills, he has lost no opportunity to advance the cause of internal improvements. In eighteen hundred and twenty-five he was chosen one of a joint Committee of the Senate and Assembly, and assisted to compile that invaluable collection of official documents, consisting of two octavo volumes, entitled "Laws of

"the State of New York in relation to the Erie and Champlain Canals, together with the Annual "Reports of the Canal Commissioners, and other Documents requisite for a Complete Official "History of those Works; also correct Maps, delineating the Routes of the Erie and Cham- "plain Canals, and designating the lands through which they pass." This collection is referred to in the Memoir, pages fifty-eight and fifty-nine. The Committee conclude by remarking, that Mr. Colden, as a private citizen, and in his official station, has, throughout, shewn himself the zealous and constant friend of every measure which was calculated to open to us that vast "*inland navigation*" which his grandfather, more than a century ago, so ably described.

R. RIKER,
ASA MANN,
WM. A. DAVIS,
THOS. BOLTON,
JOHN AGNEW,
} Committee of the Corporation of the City of New York.

IN COMMON COUNCIL.

November 7th, 1825.

His Honor, the Mayor, submitted to the Common Council the Memoir of the Honorable Cadwallader D. Colden,

WHEREUPON, IT WAS RESOLVED UNANIMOUSLY,

That the thanks of the Board be presented to Mr. Colden, for the ability and impartiality with which he has prepared a Memoir on the subject of our Canals, at the request of the Common Council, and for the use of the Corporation.

And to mark the estimation of the Board for his able and laborious research,

IT IS ORDERED,

That this Resolution be printed with the Memoir, and be elegantly engrossed and splendidly framed, and presented to him in the name of the Common Council: and, as a further testimony of respect, that the Committee transmit to Mr. Colden, in behalf of this Board, A MEDAL, of the highest Class, which shall be struck to commemorate the completion of the GREAT STATE WORK, which unites our Lakes with the Ocean.

Attested,

J. MORTON, Clerk.

APPENDIX.

AN

ACCOUNT

OF THE

GRAND CANAL

CELEBRATION

AT

NEW YORK

NOVEMBER THE FOURTH 1825.

PUBLISHED

BY ORDER OF THE CORPORATION

OF THE CITY.

APPENDIX,

CONTAINING

AN ACCOUNT

OF

THE COMMEMORATION OF THE COMPLETION

OF

THE ERIE CANAL,

BY THE

CORPORATION OF THE CITY OF NEW YORK,

TOGETHER WITH A STATEMENT OF THE ARRANGEMENTS MADE BY THE MERCHANTS, CITIZENS, AND SOCIETIES, TO UNITE IN THE CELEBRATION;

WITH A DETAILED REPORT FROM THE COMMITTEES OF THE CORPORATION, FROM GENERAL FLEMING, WHO, AS GRAND MARSHAL, CONDUCTED THE PROCESSION THROUGH THE CITY, AND FROM C. RHIND, ESQ. WHO DIRECTED THE AQUATIC DISPLAY: INCLUDING A SUCCINCT NARRATIVE OF THE WHOLE CELEBRATION FROM BUFFALO TO THE OCEAN, AND BACK TO BUFFALO, PREPARED BY WM. L. STONE, ESQ. AT THE REQUEST OF THE COMMITTEE;

AND ALSO

SEVERAL ADDRESSES, MAPS, PRINTS, LITHOGRAPHIC ENGRAVINGS, &c. &c. &c.

CONCLUDED BY A STATEMENT OF THE DISTRIBUTION OF THE MEDALS, AND OTHER TRIBUTES OF RESPECT,

BY ORDER OF THE COMMON COUNCIL.

NEW YORK.

1826.

MEMBERS OF THE COMMON COUNCIL IN 1825.

Hon. WILLIAM PAULDING, Mayor.

RICHARD RIKER, Recorder.

Wards.	*Aldermen.*	*Assistants.*
1.	Henry I. Wyckoff,	Thomas Bolton.
2.	Elisha W. King,	Samuel St. John.
3.	William. H. Ireland.	Philip Hone.
4.	Samuel Cowdrey,	John Agnew.
5.	John Webb,	William Burtsell
6	Matthew Reed,	Josiah Hedden.
7.	Asa Mann,	Jameson Cox.
8.	Jacob B. Taylor,	Daniel E. Dunscomb.
9.	William A. Davis,	Effingham Schieffelin.
10.	Gideon Ostrander	William P. Rathbone.

MEMBERS OF THE COMMON COUNCIL IN 1826.

Hon. PHILIP HONE, Mayor.
RICHARD RIKER, Recorder.

Wards.	*Aldermen.*	*Assistants.*
1.	John Yates Cebra,	Thomas Bolton.
2.	Samuel Gilford, jun.	William W. Mott.
3	Campbell P. White,	Pierre C. Van Wyck.
4.	John Agnew,	John Hitchcock.
5.	Anthony Lamb,	Henry Arcularius.
6.	Matthew Reed,	John Lozier.
7.	Jameson Cox,	William S. Coe.
8.	Daniel E. Dunscomb,	Philip W. Engs.
9.	Jacob B. Taylor,	John R. Peters.
10.	Gideon Ostrander,	Abraham Valentine.
11.	William P. Rathbone,	Lemuel Pittman.
12.	William A. Davis,	Effingham Schieffelin.

*** The Legislature, at the last Session, divided the City of New York into *twelve* Wards, which is the cause of twelve Aldermen and twelve Assistants being returned for the year 1826.

IN COMMON COUNCIL,

CITY OF NEW YORK.

On the sixteenth day of January, eighteen hundred and twenty-six, the day on which the newly elected Mayor was to take the oath of office, the Common Council assembled in the Common Council Chamber,

The Honorable William Paulding, Mayor, President.

After the minutes of the preceding meeting, at which the Mayor was chosen, were read, his Honor, the Mayor, William Paulding, Esq. informed the Board that Philip Hone, Esq. the Mayor elect, was in attendance, and proposed taking the oath of office in presence of the Common Council: it was then moved and agreed to, that a Committee be appointed to wait upon the Mayor, elect, and conduct him to the Common Council Chamber; accordingly the President appointed Mr. Schieffelin, Mr. Van Wyck, and Alderman Cebra, the Committee. Those gentlemen retired, and in a few minutes returned with Mr. Hone; the members rose on his entrance, and Mr. Schieffelin, of the Committee, introduced him to the President as the Mayor elect.

Mr. Paulding then administered to Mr. Hone the oath of office, prescribed by the Charter and the Constitution of the State, and handed him to the President's Chair. Mr. Paulding then delivered the following address:—

"I am pleased, Mr. Mayor, with the opportunity afforded me of inducting into office a citizen, in whom there can, with safety, be reposed a just confidence; and I sincerely hope that your elevation to this distinguished trust, will conduce alike to your own, and the public gratification.

"Mr. President, and Gentlemen of the Common Council, I bid you a respectful farewell: may your labours be such as to promote the prosperity and happiness of this community."

After which Mr. Paulding withdrew.

The newly installed Mayor, after a few minutes, then rose and delivered the following address :—

"Gentlemen,—In assuming the office of Chief Magistrate of my native City, I should be doing injustice to my feelings were I to omit the offering of my grateful acknowledgments for the distinguished honor you have conferred upon me, and I am persuaded you will consider the most suitable expression of my thanks to consist in the cheerful acceptance of the office, with a determination to devote my best abilities to the performance of its duties.

"My experience as a Member of the Board has made me acquainted with the arduous and important nature of the services which you, Gentlemen, have undertaken to perform; the same experience has also taught me how much depends upon the punctual and faithful discharge of your duties as Members of the several standing Committees. The municipal concerns of our city have increased to so great an extent as to render it impossible for the Board to bestow upon the various subjects requiring its consideration, all the attention which they may merit, and we must rely upon the Standing Committees for that careful scrutiny, by which alone we may escape the errors of hasty legislation.

"It is to be hoped that the addition to the Board of the Representatives of two new Wards, while it serves in some measure to diminish, by dividing your labors, will furnish us with much additional valuable information, respecting the local wants of the increasing population of the upper part of the City, and will tend to promote a good understanding between the several sections here represented.

"There can be no doubt, Gentlemen, that you will pursue your labours in a spirit of devotion to the public good; and with that mutual harmony, without which your best directed efforts would lose much of their efficacy.

"Finding myself surrounded on this interesting occasion by many of my old associates, and among the new Members of the Board by many of my personal friends, I trust an apology will not be thought necessary for making these suggestions.

"I owe it to my respected predecessor to acknowledge the valuable information which I have received from him since my election, and the urbanity and kindness with which it has been communicated.

"I shall rely with entire confidence upon your zealous co-operation and support, but I fear I shall have frequent occasions to claim your liberal indulgence, for the errors and omissions of inexperience, in the discharge of the important duties which have devolved upon me."

As soon as the President sat down the following resolution was submitted to the Common Council, by Mr. Assistant Schieffelin, and passed *unanimously*.

"Whereas, the Common Council is desirous of retaining a grateful and lasting remembrance of the official fidelity, ability, and integrity of the Honorable William Paulding, Esquire, late Mayor, Resolved, as a testimonial of the same, that the Committee on Arts and Sciences communicate to him a request, that he may permit a Portrait of himself to be taken by an eminent artist, under the direction of the said Committee, and that the same, when finished, be placed in the Picture Gallery of the City Hall."

Attested,

J. MORTON, Clerk.

ASIA
STRAITS
Icy Cape
BEHRING'S
RUSSIAN TERRITORY
ALASKA
ARCTIC OCEAN
Melville I.
Sundas Strait
Parry's Discoveries
The Sea
Arctic Circle
Regulus Bay
Coppermine R.
Chesterfield Inlet
BRITISH TERRITORY
Mackenzie R.
Cook's Inlet
Norfolk I.
P.ce of Wales I.
Washington I.
Q. Charlotte Sound
Nootka Sound
Buchan's Spitsbergen
GREENLAND
Iceland
BAFFINS BAY
DAVIS STRAIT
Hudson's Straits
LABRADOR
Cape of Bulliste
I. of Newfoundland
HUDSON'S BAY
NEW BRITAIN
NEW S. WALES
Slave L.
Athabasca L.
New Wales
Bear L.
Churchill
Peace R.
Columbia R.
Missouri R.
Red R.
Mississippi R.
Illinois R.
Ohio R.
Alleny R.
UPPER CANADA
LOWER CANADA
Lake Superior
Lake Huron
Lake Michigan
Lake Erie
Lake Ontario
St. Lawrence R.
Halifax
Boston
C. Cod
PACIFIC OCEAN
ATLANTIC OCEAN
Boundary of United States
Boundary of U.S.
UNITED STATES TERRITORY
UNITED STATES
C. Orford
C. Mendocino
St. Francisco
Monterey
St. Diego
C. Colorado
C. May
Delaware B.
Chesapeak B.
C. Hatteras
C. Fear
St. Charleston
Savannah
St. Augustine
Florida
Bermudas
Havana
Balize
GULF OF MEXICO
MEXICO
CALIFORNIA
TROPIC OF CANCER
GRAND CANAL
CELEBRATION
NORTH AMERICA
INLAND NAVIGATION

COMMEMORATION OF THE COMPLETION

OF

THE ERIE CANAL,

BY THE CORPORATION OF THE CITY OF NEW YORK.

IN COMMON COUNCIL.

November 10, 1825.

The Recorder presented the following Report, as Chairman of the Committee appointed by the Common Council, to commemorate the completion of the Grand Erie Canal, which unites the waters of the great Lakes with the Atlantic ocean.

The Committee of the Corporation of the City of New York, to whom it was referred to concert measures to commemorate the great event of uniting our inland seas with the ocean, in a manner corresponding with its vast national importance, with the feelings and wishes of their fellow citizens, and with the honor of the City,

RESPECTFULLY REPORT,

That the Celebration, both by land and by water, has been in a style of unusual magnificence and splendor: That it has so far transcended all anticipations, and been so ably conducted, by the gentlemen to whom it was more immediately confided, as to require a full and detailed Report.

The Committee, therefore, respectfully recommend the adoption of the following Resolutions :—

"Resolved,—That a select Committee be appointed to make a full and detailed Report to this Board, in relation to the late Celebration by the City of New York, of the completion of the Erie Canal.

"Resolved,—That the said Committee report to this Board, the names of, and the duties assigned to, the several gentlemen who distinguished themselves in aid of the municipal autho-

rities of the City, and what, in the opinion of the said Committee, will be an appropriate tribute of respect for services thus rendered.

"By order of the Committee,

"R. RIKER, Chairman of the Committee."

Which was approved, and the Resolutions adopted.

The Mayor appointed the original Committee, viz. :—

The RECORDER,
Alderman MANN,
Alderman DAVIS,
Mr. Assistant BOLTON,
Mr. Assistant AGNEW.

REPORT.

The Committee of the Corporation of the City of New York, to whom the duties contained in the preceding Resolutions were referred,

Respectfully report.

That they have supposed that the wishes of the Common Council will be most satisfactorily carried into effect, by the Committee reporting to the Board all the preparatory arrangements which were made to commemorate the great event of uniting the Lakes with the Atlantic ocean ; and that instead of the Committee giving a detailed account of the unparalleled magnificence and grandeur of the Celebration, it would be better to refer to the special and separate Reports of the gentlemen, under whose direction it was conducted.

That, by adopting this course, your Committee would be enabled to do more ample justice to the different societies and classes of their fellow citizens, who united with the municipal authorities of the City ; that, it would give your Committee, a wider scope to furnish to the Board a distinct account of the means employed to give effect to a great civic Celebration ; and, that it would not be without its use, by shewing to posterity how cheerfully, at this day, the magistrate and the citizen unite in the exultations and in the duties of patriotism.

These preparatory arrangements for celebrating the completion of the great Canals, will be found in the documents which follow. They are classed in the order of time in which they took place, and will explain themselves.

The Committee, therefore, content themselves with submitting to the Common Council the following brief statement—that, in making the arrangements for the "Grand Canal Celebration, by the City of New York," they were assisted by Sub-committees, representing the Merchants and Citizens, the several Mechanic Societies, the Military, the Fire Department, the Literary and Scientific Institutions, the Members of the Bar, the Steam-boat Companies, the Marine and Nautical Societies, the Pilots, Bargemen, and Whitehall Watermen, and other Associations.

That, in order to enable the Corporation to contribute its utmost to commemorate the great event, large portions of its members were detailed upon Committees. Alderman Davis and Alderman King, were selected to represent the Corporation at Buffalo, and to assure the Committees of that place, and the Committees along the whole line of the Canal, that the City of New York would gladly receive them, as well as our brethren of the north, and from every part of the State, with the warmest affection and respect. Upon the Canal boats entering the waters of the Hudson river, Alderman Davis and Alderman King were also authorised, in the name of the Common Council, to invite all the Committees to proceed with them, and under their care, to the City of New York, where they should be received as guests of the City.

This invitation was accepted, and the steam-boat Chancellor Livingston, under the command of Captain Lockwood, was appropriated by the Corporation of the City of New York, for the use of their Special Committee and their invited guests. Alderman Davis and Alderman King conducted every thing confided to them in a manner no less acceptable to our visitors, than honorable to themselves and to the Common Council.

Alderman Wyckoff, and Mr. Assistant Hone, were detailed to meet Alderman Davis and Alderman King, with the Committees from the west and the north, as they, with the Canal boats, entered the Hudson river. They were directed to tender to them, in the name of the Corporation of the City of New York, every facility which they might require in passing down the river to our City. This Committee executed its duties to the entire satisfaction of the Common Council. Mr. Assistant Hone delivered, in the Capitol, at Albany, to the assembled Committees, an appropriate address, which will be found in the report of that Committee. The answer of Lieutenant-Governor Tallmadge is also subjoined thereto.

Alderman Cowdrey, Alderman Webb, Mr. Assistant Hedden, and Mr. Assistant Agnew, were appointed a Sub-committee, to meet the flotilla from the Lakes, as they entered the waters of the City of New York.

For the above purpose, the steam-boat Washington, bearing the large flag of the City, was employed by the Corporation. Captain E. S. Bunker commanded her, and, with the Committee, met the fleet of boats from the Lakes, at sun-rise of the morning of the fourth of November, eighteen hundred and twenty-five.

The hailing, and other nautical proceedings, will be found in Mr. Rhind's Report. They were conducted by Captain Bunker, from the deck of the Washington, in behalf of the City, and Mr. Rhind, from the deck of the Chancellor Livingston, in behalf of the flotilla from the Lakes. Alderman Cowdrey, delivered an address to Governor Clinton, and to the Committees from the west and north, and along the line, which was answered by his Excellency in appropriate terms. The address and reply follow the Report of that Committee.

The novelty of the scene, the magnitude of the occasion, and the unexampled spectacle of seeing a mixed assemblage of steam-boats, canal-boats, pilot-boats, ships, and barges, all elegantly dressed,—moving in the most perfect order,—obeying, with the utmost exactness, the previously arranged signals, and displaying themselves upon our Bay, which is not surpassed by any in the world, induced the ladies of our city, almost universally, to join in the Celebration.

The barge Lady Clinton, attached to the steam-boat Commerce, commanded by Captain J. Seymour, was especially devoted to the matrons of our City, and to their daughters. A select Committee of the Corporation was appointed to attend them. The Committee were Alderman Reed, Mr. Assistant St. John, Mr. Assistant Dunscomb, Mr. Assistant Burtsell, and Mr. Assistant Rathbone.

Every precaution was used to prevent any accident. The barge was safely secured to the Commerce, and being superbly decorated, and crowded with ladies, elegantly attired, presented a most beautiful spectacle. The barge, with the ladies, proceeded to the ocean in the line of the fleet, and returned in its order. Such a sight was never before beheld.

The Sub-committee conducted every thing connected with their duties, in the most appropriate and respectful manner, and have received the thanks of the ladies for their kind and polite attentions. Your Committee refer for further details on this subject to the Report of that Committee.

The steam-boat Fulton, Captain R. S. Bunker, and the steam-boat Providence, Captain Tomlinson, were also employed by the Corporation, for the use of their guests.

When the whole fleet were about to pass from the waters of the City, and enter the arm of the ocean, below the Narrows, Alderman King and Alderman Taylor were deputed a select Committee, to wait upon his Excellency the Governor, the Lieutenant-Governor, and the Committees from the west and the north, and from every part of the State. The Governor, Lieutenant-Governor, and Committees, were still on board the Chancellor Livingston, which, as before stated, had been employed by the Corporation to conduct them to the City. Alderman King had left the Chancellor Livingston, and come on board the Washington, to join his Honor, the Mayor, and the Corporation. The Governor, Lieutenant-Governor, and the Committees, were conducted through the waters of the City in the Chancellor Livingston, under the care of the several Sub-committees of the Corporation before named. As the Governor is the constitutional Admiral of the navy of the State, it was thought most appropriate to receive him on board the Washington, as she was about to enter the arm of the ocean, and, at that moment, he, with the Lieutenant-Governor, and all the Committees, left the Chancellor Livingston, conducted by Alderman King and Alderman Taylor, and came on board the Washington.

His Honor, the Mayor, representing the Corporation, received them, in the name of the City, and congratulated them on the completion of the great State Work, which we were then celebrating; and assured his Excellency the Governor, the Lieutenant-Governor, and all the Committees, that the City of New York rejoiced to meet them, and would gladly show them every mark of respect and hospitality.

The Committee have the satisfaction to state, that these sentiments of affectionate regard, so justly expressed by the Chief Magistrate of our City, in behalf of the City, have been reciprocated by the Governor, the Lieutenant-Governor, and by our brethren of the country, in terms, the most flattering to the City, and gratifying to the Corporation.

The most distinguished respect was shewn by the officers of the army and navy of the United States, to the Corporation. They united ardently with the City Authorities in the Celebration; national salutes were fired from the public ships, and from the forts.

Your Committee cannot but observe, in this place, that so long as the army and navy of our country continue to identify themselves with their fellow-citizens, and pursue the path of patri-

otism and honor, as they have heretofore done, they will live in the grateful recollections of the Republic and of the people.

Upon the fleet entering the arm of the ocean, it was saluted by the United States armed schooner, the Porpoise, under the command of Lieutenant Zantzinger, after which Governor Clinton poured the waters of Lake Erie into the sea, and Dr. Mitchill mingled therewith the waters from different quarters of the world, as emblematic of our commercial intercourse with every part of the globe. The speech of Governor Clinton, and that of Dr. Mitchill, will be found in the sequel.

The Committee of the Corporation then waited upon Mr. Colden, for the Memoir, which, at their request, he had written upon the occasion. The Memoir was delivered by Mr. Colden, to his Honor, the Mayor, in the presence of the Committee. The observations made by Mr. Colden upon presenting the Memoir to the Mayor, are mentioned in the Preface. The Mayor assured him, in behalf of the Common Council, that he received it with great satisfaction, and that it should be laid before the Board, at its next meeting.

By the arrangements which had been made to commemorate the completion of the New York Canals, it will appear that, at a meeting of the Committee of the Corporation, assisted by Sub-committees from the Merchants and Citizens, the Military, the Fire Department, the Nautical, Marine, and other Societies, held at the Recorder's Office, in the City Hall, on the seventeenth day of October, eighteen hundred and twenty-five, Major-General Fleming was chosen the Grand Marshal, to conduct the Procession through the City, and Charles Rhind, Esq. was announced as having been appointed by the Committee of the Corporation to direct the aquatic display.

The means adopted by these gentlemen, to carry into successful effect their arduous duties, and the names of the Officers and Committees of the respective Societies, will be found in their Reports.

To General Fleming, and to Mr. Rhind, your Committee cannot do adequate justice. So able, judicious, and accurate were the arrangements concerted by them, and so exactly were those arrangements carried into effect, that the Grand Procession through the City, and the Grand Aquatic Display presented One Entire Whole, surpassing in novelty, magnificence, and grandeur, any exhibition which is recorded in history.

The Procession through the City was composed of nearly seven thousand citizens, of different Societies, with massy cars, bearing their respective standards and the implements of their arts. It passed through columns of people, whose numbers exceeded one hundred thousand. The procession was entirely civic. The citizens were left to their own guidance, yielding only a willing homage to social order, and to the laws. It was a sublime spectacle. So strict was this vast assemblage in the voluntary observance of their duty as good citizens, that the Grand Marshal of the day, moved the whole procession, with the celerity, almost, of a disciplined army. In his telegraphic communications with the aquatic party, he was constantly ahead of time. In every respect the Procession, through the City, has received universal approbation; and, what is of much more consequence, all enlightened and philanthrophic men will point to this example, to show, how a well-informed people can govern themselves.

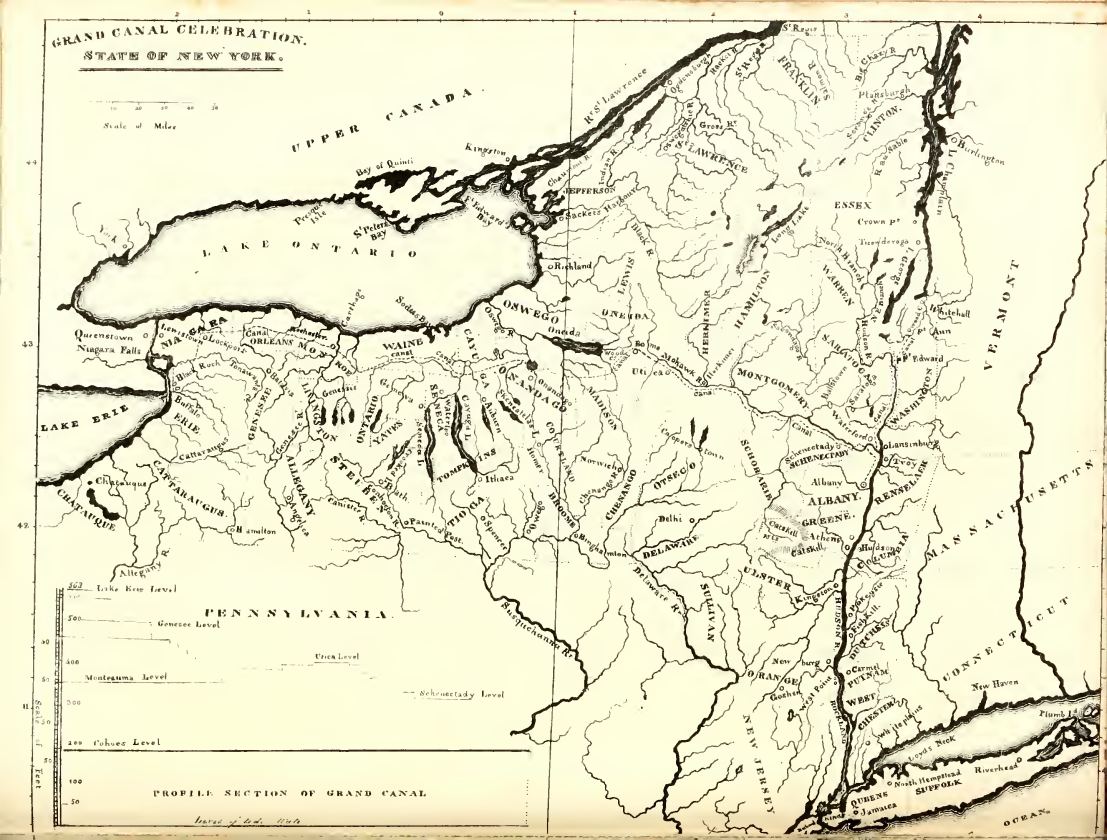
The Aquatic Display transcended all anticipations. Twenty-nine steam-boats, gorgeously dressed, with barges, ships, pilot-boats, canal-boats, and the boats of the Whitehall watermen, conveying thousands of ladies and gentlemen, presented a scene which cannot be described. Add to this, the reflections which arise from the extent and beauty of our Bay—the unusual calmness and mildness of the day—the splendid manner in which all the shipping in the harbour were dressed, and the movement of the whole flotilla. Regulated by previously arranged signals, the fleet were thrown at pleasure, into squadron or line, into curves or circles. The whole appeared to move as by magic.

It was impossible to behold this wonderful movement upon the waters, unaided by a breath of air, without feeling how vast a debt of gratitude we owe, and the whole world owes, to the mighty genius of our immortal countryman, Robert Fulton.

The Committee conclude by recommending that an appropriate vote of thanks be passed, by the Common Council, to all who have aided the municipal authorities of the City, in the late Celebration: that, in the distribution of the medals, and other testimonials of respect, the several Societies, their officers and Committees, be duly noticed: that each of the officers of the army and navy of the United States, on this station, be presented with a medal; and that a copy of Mr. Colden's Memoir of the New York Canals, elegantly bound, be given to the respective commandants at this place, as a testimony of the high respect which the Corporation entertain for the army and navy of our country: that the Committees from the west, the north,

and from every part of the State, be severally presented in the name of the Corporation of the City of New York, with a medal, and a copy of the Memoir: that medals, and other testimonials of respect, be transmitted to citizens, and families of citizens, who have rendered pre-eminent services to the Republic: and that medals, and other testimonials of respect, be reserved, to be given hereafter, to such as shall merit the freedom of the City, for any signal act of patriotism.

R. RIKER,
ASA MANN,
THOS. BOLTON,
} Committee of the Corporation, not detailed on other Committees.


GRAND CANAL CELEBRATION.
STATE OF NEW YORK.
Scale of Miles
UPPER CANADA
LAKE ONTARIO
LAKE ERIE
PENNSYLVANIA
VERMONT
MASSACHUSETTS
CONNECTICUT
NEW JERSEY
Kingston
Bay of Quinti
Prescott
Ogdensburg
St Regis
Rs' lawrence
St Lawrence R.
Chateaugay R.
Plattsburgh
Burlington
Champlain L.
Rouse's Point
Sackets Harbour
Richland
Oswego
Oneida
Salmon R.
Black R.
Lewis
Hudson R.
Crown pt
Ticonderoga
Whitehall
Fort Ann
Fort Edward
Saratoga
Schenectady
Albany
Lansingburgh
Troy
Utica
Mohawk R.
Erie Canal
Canal
Waterford
Cohoes
Schoharie
Cherry Valley
Cooperstown
Norwich
Chenango
Otsego
Delhi
Binghamton
Owego
Ithaca
Seneca L.
Cayuga L.
Auburn
Geneva
Canandaigua
Rochester
Lockport
Niagara Falls
Queenstown
Buffalo
Black Rock
Tonawanda
Genesee R.
Canal
Chautauque
Cattaraugus
Chautauque
Hamilton
Alleghany R.
Olean
Painted Post
Bath
Canisteo R.
Conhocton R.
Susquehannah R.
Delaware R.
Hudson R.
Catskill
Athens
Hudson
Kinderhook
Lebanon
Litchfield
New Haven
Plumb I.
Long Island
Sag Harbour
Riverhead
North Hempstead
SUFFOLK
QUEENS
Jamaica
OCEAN
Lake Erie Level
Genesee Level
Union Level
Montezuma Level
Schenectady Level
Cohoes Level
PROFILE SECTION OF GRAND CANAL

PREPARATORY ARRANGEMENTS.

A Meeting of the Merchants and Citizens was held in the room of the Chamber of Commerce, in the Tontine Coffee-house, on Wednesday, the seventh September, eighteen hundred and twenty-five, at twelve o'clock, when the following proceedings took place, and were published in the papers of the next day:—

GRAND CANAL CELEBRATION.

At a Meeting of the Merchants and Citizens of the City of New York, holden yesterday, in the Chamber of Commerce, at the Tontine Coffee-house, to confer on the propriety of celebrating the completion of the Great Western Canal, William Bayard, Esq. was called to the Chair, and John Pintard, Esq. appointed Secretary, when the following Resolutions, submitted by William W. Woolsey, Esq. were unanimously adopted:—

Resolved,—As the sense of this Meeting, that it is proper to celebrate the completion of the Erie Canal, by which the waters of the great western Lakes will be united with those of the ocean, and benefits of immense importance be secured to this State, and especially to the City of New York.

Resolved,—That a Committee, consisting of the following gentlemen, be appointed to make inquiry, and to give public notice of the day on which the great event will occur, and when the Celebration should take place. And, that it be the duty of the Committee to confer with the

Corporation on this subject, and to take such measures as may be deemed necessary, to call out a full expression of the public feeling, in relation to an event so important to the interests of the community.

Resolved,—That the Committee consist of fifteen members.

The following persons were then nominated and appointed :—William Bayard, John Pintard, Thomas R. Mercein, Wm. W Woolsey, M. M. Noah, John Rathbone, jun. Eldad Holmes, G. Griswold, Joseph G. Swift, Campbell P. White, Jonathan Goodhue, Cadwallader D. Colden, Isaac Carow, Silas Richards, Lockwood Deforest.

The Meeting was then adjourned.

WILLIAM BAYARD, Chairman.
JOHN PINTARD, Secretary.

The following communication was received by the Common Council, on the twelfth September, eighteen hundred and twenty-five :—

IN COMMON COUNCIL.

September 12, 1825.

A communication was received from William Bayard, Cadwallader D. Colden, and John Pintard, stating, that at a Meeting of the Merchants and Citizens, in the Chamber of Commerce, at the Tontine Coffee-house, it was resolved, as the opinion of the Meeting, that it would be proper to celebrate the completion of the Erie Canal, by which the waters of the great western Lakes would be united with those of the ocean, and benefits of immense importance secured to the State, and especially to the City of New York. It was also resolved that a Committee of fifteen be appointed to take measures in relation thereto. That, at a Meeting of the Committee, on the ninth of September, the Memorialists were directed to lay before the Common Council, a copy of the proceedings of the citizens, and to request the Common Council to appoint a Committee, to confer with the Committee of citizens on said subject.

The same having been read, Alderman Cowdrey presented the following Resolution :—

Resolved,—That the application from a Committee of citizens, appointed to request the concurrence of this Board, in measures for a public Celebration of the completion of the Great Western Canal, whereby a junction of our inland seas with the ocean will be effected, and the present and future benefit of different and remote sections of our country will be promoted, be referred to a select Committee,

Whereupon, the subject was referred to the following Committee :—

The RECORDER,
Alderman MANN,
Alderman DAVIS,
Assistant BOLTON,
Assistant AGNEW.

IN COMMON COUNCIL.

September 26, 1825.

The Committee who were directed to confer with a Committee, appointed by a Meeting of the Merchants and Citizens, upon the subject of celebrating the arrival of the first Canal-boat from Lake Erie, to the waters of the Hudson,

RESPECTFULLY REPORT,

That they have held such conference accordingly, and have been authorised to state to this Board, that it is the earnest wish of the said Committee and of our fellow-citizens, whom they represent, that the Corporation of the City of New York, should co-operate in the said Celebration; and they respectfully request the Common Council to appoint a Committee with powers, to the end that an event, so great and so memorable as the connecting the waters of the great Lakes with the ocean, may be commemorated under the auspices and direction of the Corporation, and in a manner suited to the character of our City.

R. RIKER,
WM. A. DAVIS,
THOS. BOLTON,
JOHN AGNEW.

Which was accepted and ordered to be filed. Alderman Cowdrey moved that a Committee be appointed, agreeably to the Report of the Committee, which was agreed to, and the following were appointed on that Committee:—Mr. Recorder, Alderman Mann, Alderman Davis, Mr. Bolton, and Mr. Agnew.

J. MORTON, Clerk.

MEETING

Of the Committee of the Corporation, and of the Committee of the Merchants and Citizens, appointed at the Coffee-house, held at the Recorder's Office, in the City Hall, at which the following was unanimously passed :—

GRAND CANAL CELEBRATION.

The Committee of the Corporation, and of the Merchants and Citizens of the City of New York, appointed for the purpose of considering the most proper means to celebrate, with all suitable magnificence, the completion of the Grand Canal, met at the Recorder's Office in the City Hall, on Tuesday, the twenty-seventh September instant, and *unanimously* adopted the following Resolutions :—

Resolved,—That our fellow-citizens be, and are hereby respectfully invited to unite with the Corporation in celebrating, with all suitable demonstrations of joy, the accomplishment of the great work, which will connect our inland seas with the Atlantic ocean.

Resolved,—That the completion of this stupendous work, in the short space of eight years, is a proud monument of the intelligence and powers of a free people; and whilst the citizens of New York hail it as an event most auspicious to its commerce, they rejoice still more, because it is the commencement of a vast chain, which, by connecting the interests of all the States, will bind our Federal Union together for ever.

Resolved,—That the Firemen, and all the other Societies in the City of New York, the Mechanics, Artists, Manufacturers, Tradesmen, Merchants, and citizens of all other professions be, and hereby are, respectfully invited to convene meetings of their representative bodies, and appoint on their behalf, respectively, a Committee of two persons, to meet the Committee on the part of the Corporation, and that the said Committee meet at the Session Room, in the City Hall, on Thursday, the sixth of October, at four o'clock, P. M.

R. RIKER, Chairman of the Committee on the part of the Corporation.
WM. BAYARD, Chairman of the Committee on the part of the Merchants and Citizens, who lately met at the Tontine Coffee-house.

MEETING

At the City Hall, by the Committee of the Corporation, the Committee of the Merchants and Citizens, and the Committees from the Fire Department, and the several Societies in the City.

CANAL CELEBRATION.

At a Meeting, held the sixth October, 1825, at the Session Room, in the City Hall, pursuant to public notice given in the several newspapers printed in this City, for the purpose of uniting with the Corporation in celebrating the completion of the Grand Canal, the Recorder, and William Bayard, Esqs. were called to the Chair, and General Morton and T. R. Mercein were chosen Secretaries; whereupon, the following Committees appeared :—

1. On the part of the Corporation—R. Riker, Recorder; Aldermen Mann and Davis; Assistants Bolton and Agnew.

2. Fire Department—Samuel Jones Willis, Edward Dayton.

3. Cordwainers' Society—Abraham Merrill, Simon Van Winkle.

4. Journeymen Coopers' Society—James Seguine, David W. Akins.

5. Students of Columbia College—John M. Guion, Hewlett R. Peters.

6. Teachers' Society—William Forrest, E. Tompkins.

7. Smiths' Benevolent Society—Josiah Morgan, Oliver Edson.

8. General Society of Mechanics and Tradesmen—Richard E. Mount, Stephen Conover.

9. Gentlemen of the Bar—James Kent, Cadwallader D. Colden.

10. Academy of Arts—Gulian C. Verplanck, J. Van Rensselaer.

11. Horticultural Society—Dr. Hosack, Wm. P. Van Ness.

12. Literary and Philosophical Society—Dr. Valentine Mott, Dr. Macneven, William Gracie.

13. House Painters' Society—Richard H. Staats, William Davis.

14. Printers (not Members of the Typographical Society)—John Lang, Wm. L. Stone, George F. Hopkins.

15. Bookbinders—Charles Starr, Joseph Foster.

16. Journeymen Chairmakers—Cyrus Baldwin, John Commerford.

17. North River Steam-boat Company—R. L. Livingston, J. Townsend.

18. Typographical Society—A. Chandler, George Mather.

19. Booksellers and Stationers—T. A. Ronalds, E. White.

20. Medical Faculty of the College of Physicians and Surgeons—Dr. Samuel L. Mitchill, Dr. John W. Francis.

21. Inspectors of Pot and Pearl Ashes—John H. Remsen, Wm. Dumont.

22. Chairmakers' Society—George W. Skellorn, J. R. Cowperthwaite.

23. Pilots of the Port—David Mitchell, Israel Navarro.

24. Majors General Mapes and Fleming, on behalf of the Infantry, appeared by invitation from his Honor, the Recorder.

The following Delegates reported their respective Societies at a subsequent period:—

1. Journeymen Tailors' Society—John H. Fargie, Lansing L. Blake.
2. Bakers Benefit Society—John Sinclair, Barnard Savage.
3. Hatters—John Ford, Jun., Charles Harris.
4. Tinplate Workers and Coppersmiths—Samuel Nichols, Joseph P. Simpson.
5. Medical Society of the County of New York—Dr. Onderdonk, Dr. Stearns.
6. Journeymen Masons—George Riley, Jefferson Berrian.
7. Tanners, Currriers, and Leather Dressers—Benj. Brady, Wm. M'Dougall.
8. Butchers—Walter Durbrow, John Perrin.
9. Combmakers—Robert Gedney.
10. Saddlers and Harness Makers—Samuel Osborne, Henry Storms.
11. Readers (Apprentices' Library)—John Stephens, Jun., J. E. Vermilye, B. Burnett.
12. Students of Medicine—Edward P. Marcellin, Henry E. Griffith.
13. Whitehall Watermen—George Howard.
14. Stonecutters—Alexander Gray, Robert Smith.
15. Potters—Clarkson Crolius, Jun.
16. Ropemakers—Thomas Day, Wm. C. B. Simms.
17. Union Society of Shipwrights and Caulkers—Isaac Webb, John Lozier.
18. Boat Builders—Geo. Whitfield, D. M'Cartee.

19. Marine Society—John Whetten, President; William Whitlock, 1st. Vice-President; 2nd. Vice-President, James Lovett; J. Whetten, J. Lovett, and Wm. M'Intire, Committee.

20. Nautical Society—Israel G. Collins, President; Alexander Thompson, 1st. Vice-President; George Bunker, 2nd. Vice President; Freeman Allen, Treasurer; Miles R. Burk, Samuel C. Reid, Samuel Candler, Committee of Arrangement.

Added to the Horticultural Society—William Wilson, M. Groshon.

The appointments of the several Committees having been read, the following Resolutions were proposed and adopted:—

Resolved,—That so much of the Celebration of the completion of the Grand Canal, as relates to the illumination of the City Hall, and all the Aquatic demonstrations of respect be referred to the Committee of the Corporation.

Resolved,—That so much as relates to the Procession of the Citizens, and of the several Societies, Professions, Artizans, Mechanics, Agriculturalists, Manufacturers, Merchants, and others, be referred to their said Committees.

Resolved,—That so much as relates to the parade of the Military, be referred to Major-General Morton.

Resolved,—That so much as relates to the demonstrations of respect, to be shewn by the Infantry Officers off duty, be referred to Major-General Mapes and Major-General Fleming, commanding the 2nd. and 3rd. Divisions of Infantry.

Resolved,—That a Sub-committee of five from the Committee of citizens, together with the Committee of the Corporation, and a Committee of five from the military, meet in the Session Room, in the City Hall, on Monday week, at four o'clock, to make the general arrangement for the said Celebration, and that they cause the same to be published in all the public papers in this City.

Resolved,—That the Committees now, or hereafter to be appointed, on the part of the several Societies, Trades, and Professions of this City, be requested to meet at Saint John's Hall, in Frankfort-street, on Thursday evening next, at five o'clock, to elect the Committee of five, to meet with the two other Committees of five, mentioned in the foregoing Resolution.

A Letter from the Honorable Stephen Van Rensselaer, President of the Board of Canal Commissioners, to General Morton was read, which stated, that the first boat would enter the Canal from Lake Erie, on the twenty-sixth instant.

Published by order of the Meeting.

JACOB MORTON,
THOS. R. MERCEIN, } Secretaries.

LETTER

From Mr. Bouck, to General Van Rensselaer, announcing that the Canal will be completed on the twenty-sixth of October, eighteen hundred and twenty-five.

To the Honorable Stephen Van Rensselaer, President of the Board of Canal Commissioners.

SIR,

The unfinished parts of the Erie Canal will be completed, and in a condition to admit the passage of boats on Wednesday, the twenty-sixth day of October next.

It would have been gratifying to have accomplished this result as early as the first of September, but embarrassments which I could not control, have delayed it.

On this grand event, so auspicious to the character and wealth of the citizens of the State of New York, permit me to congratulate you.

I am,

SIR,

Respectfully, your obedient humble servant,

WM. C. BOUCK, Canal Commissioner.

Lockport, Sept. 29, 1825.

ARRANGEMENTS

MADE BY THE

CITIES OF NEW YORK AND ALBANY.

In pursuance of the arrangements of the Committee of the Common Council, and of the Merchants and Citizens of New York, General Morton, at the request, and in behalf of the Committee of the Common Council, and Messieurs Pintard and Mercein, on the part of the Merchants and Citizens of New York, repaired on the twenty-eighth of September, eighteen hundred and twenty-five, to Albany, to determine, in conjunction with the Albany Committee, upon the arrangements for the contemplated Celebration, when the following arrangements were agreed upon :—

CELEBRATION OF THE COMPLETION OF THE ERIE CANAL.

The citizens of this State have, in various ways, expressed their wishes that the completion of the Erie Canal be celebrated with such public demonstrations of joy, as a work so beneficial to this State, and which is so proud a monument of our moral and physical greatness, would deservedly require. To give uniformity and effect to the plan which should be devised, it was thought that an interchange of views and opinions would be highly useful, and with this intent Committees have been appointed by the Corporation of the City of New York, by the Merchants and Citizens of that place, and by the inhabitants of Albany. The Committees have met together in the City of Albany, and have agreed upon the following arrangements, which they beg leave to recommend to the adoption of their fellow-citizens :—

1. That the day on which the Canal will be completed, be communicated, as soon as possible, by the Canal Commissioners, to the editors of papers, and the Committees of such towns as shall have manifested an intention to celebrate the event.

2. That cannon, of large calibre, be placed under a proper superintendent, at repeating distances, along the whole line of the Canal from Buffalo to Albany.

3. That a Canal-boat, suitably fitted up, and appropriately decorated for the purpose, by the citizens of Buffalo and Black Rock, be in readiness to pass from Lake Erie to the Canal, through to Albany—and from that City (in tow of a steam-boat which will be provided for the occasion) to New York, and onward to Sandy Hook.

4. That the entrance of the first boat from Lake Erie into the Canal, be announced by a discharge from the cannon on the line to the City of Albany, and be returned, in like manner, from Albany to Buffalo.

5. That the Major-General, commanding the artillery of the State, be requested to direct the several companies of artillery in the State, to assemble on that day (which will be designated by the Canal Commissioners,) and fire a salute in honor of the event.

6. That to make this a Jubilee worthy of the great and important event, that the citizens of the several cities, towns, and villages, make such arrangements for its celebration among themselves, as they may judge suitable and convenient. The Committee would especially recommend to the important villages on the route of the Canal, and to the cities and towns on the river Hudson, to make suitable demonstrations of respect to the occasion; and they would recommend an interchange of congratulatory Committees, as in their opinion interesting and proper.

7. That Committees of congratulation be sent from the City of New York to Albany, and be returned by the City of Albany to New York.

8. The Committee are of opinion that it would also be greatly in furtherance of those kind and affectionate feelings that the several members of this State should entertain for each other, that a Committee be sent on behalf of the citizens of Albany and New York, from New York and Albany to Buffalo, to congratulate the inhabitants on the Canal, on the auspicious event; and to express their deep conviction of the immense importance which it is to the prosperity and honor of the State, and of their admiration of the wisdom, patriotism, and perseverance, which completed the same: and that the Canal Commissioners, the Engineers, and the Committees of the several towns along the Canal, be invited to accompany the Canal-boats to the Cities of Albany and New York.

9. That information be given to the Committee of New York, of the day when the Canal-boat will arrive at Albany—and that a Committee from New York attend at Albany, on that day, for the purpose of presenting their congratulations to the State and municipal authorities, and the Canal commissioners and engineers who will be assembled at that place, and who, with the other Committees, will accompany the New York Committee to the City of New York.

10. That the Canal boat be met by the Corporation of New York, in a steam-boat, attended by a fleet of handsomely decorated vessels—the Corporation, with their guests, to go on board the Canal-boat, and the whole flotilla to proceed (the Canal-boat in advance) to Sandy Hook, where the waters of the Lake and the ocean will be united by the Governor of the State, and such other ceremonies take place as may be agreed upon. A salute to be fired at Sandy Hook by a detachment of artillery, and the whole then return to New York, to witness and partake of the civic celebration in that City.

11. The Committee would suggest, as a convenience in the arrangements, that the Chairmen of the several Committees should send to Mr Wm. James, of Albany, the names of the Committees who will accompany the Canal-boat to New York.

In behalf of the Corporation and citizens of New York,

J. MORTON,
J. PINTARD,
THOS. R. MERCEIN.

In behalf of the citizens of Albany,

WM. JAMES,
JOHN TOWNSEND,
SAMUEL A. FOOT.

Albany, Sept. 29, 1825.

MILITARY DEMONSTRATIONS OF RESPECT.

FOR THE

TWENTY-SIXTH OF OCTOBER, 1825.

NEW YORK STATE ARTILLERY.

DIVISION ORDERS.

New York, October 10, 1825.

The completion of the great Erie Canal, which is to unite the waters of the Lakes with the Atlantic ocean, is announced for the twenty-sixth of this month, and our fellow-citizens throughout the State are making arrangements for celebrating that auspicious event with unusual demonstrations of joy.

This stupendous monument of public enterprise cannot but awaken, in the breast of every citizen, proud feelings of the honor with which this undertaking has crowned his native State.

When through the vista of coming years we contemplate the various advantages and blessings which this great improvement is to produce, we are overwhelmed with feelings that are indescribable. While the statesman views with pride the sources of wealth which will be opened, and the interesting ties of common interest with which the citizens of other States of the Union will be connected with us, thereby enhancing our political importance; the philanthropist and the retired citizen will contemplate with delight the effects which this great work will facilitate and produce, making, what for centuries would have been the desert and the tangled forest, the scenes of rural cultivation, and the abodes of domestic comfort and social refinement.

As citizen-soldiers we must ever feel deeply what concerns our country's welfare, and it cannot but be extremely gratifying to the corps, in accordance with the wishes of their fellow-citizens, to honor, by military demonstrations of respect, an era so interesting.

The Major-General therefore directs, that the several companies of Artillery throughout the State, assemble at their usual places of parade, on the twenty-sixth of the present month, and at twelve o'clock of that day, fire a national salute, in honor of the event. Should there be any civic celebration in the town or village where the troops are stationed, they will, of course, unite with their fellow-citizens in such celebration.

General Muir, Commissary-General of Military Stores, has given orders to the store-keepers at the different arsenals, to supply, upon the requisition of each Commandant of a Company of Artillery, the necessary ammunition; and they will therefore make immediate application to the store from whence they have been accustomed to be furnished.

As some particular duty may be required from the Brigade stationed in this City, they are not included in this order, but a special order will be hereafter issued to them.

By Order of

Major-General MORTON.

J. VANDERBELT, Division Inspector.

*** The printers of the several papers in the State, will confer a favor by publishing this order, as it will afford an additional means of conveying the necessary information to the Corps of Artillery.

Arrangements having been made by the citizens of the west, to annouce the opening of the Great Canal, by discharges of cannon, to be repeated along the whole line of the Canal, from Buffalo to Albany; and it being considered, by the Committee of Arrangements of the City of New York, to be highly desirable that the line of fire should be continued from Albany to the ocean, not only to give informrtion of the actual completion of the great work, but also as a mark of honor to that event. The Committee requested General Morton to take measures for performing that service.

Accordingly Major-General Morton, accompanied by Commissary-General Muir, on the twenty-third October, eighteeen hundred and twenty-five, proceeded to Albany, with cannon of

large calibre, and planted them on the shores of the Hudson, at suitable repeating distances. The arrangements for the firing made by these gentlemen were as follow :—

General Morton and Commissary-General Muir, at the request of the Committee of the Common Council, have placed cannon along the Hudson from this City to Albany, and directed the following

ORDER OF FIRING FROM ALBANY TO SANDY HOOK.

At Albany, precisely at			11 o'clock, A. M
At Castleton, at	1	minute past	11 o'clock, A. M.
At Baltimore, at	2	do.	do.
At Coxackie, at	3	do.	do.
At Athens and Hudson, at	4	do.	do.
At Catskill, at	5	do.	do.
At Upper Redhook, at	6	do.	do.
At Columbus and Rhinebeck, at	7	do.	do.
At Hyde Park, at	8	do.	do.
At Poughkeepsie, at	9	do.	do.
At Hamburgh, at	10	do.	do.
At Newburgh, at	11	do.	do.
At West Point, at	12	do.	do.
At Fort Montgomery, at	13	do.	do.
At Stoney Point, at	14	do.	do.
At Sing Sing and Tarrytown, at	15	do.	do.
At opposite Phillipsburg (Closter's Landing), at	16	do.	do.
At Fort Washington, at	17	do.	do.
At Fort Gansevoort and North Battery, at	18	do.	do.
At the Battery, New York, and at Governor's Island, at	19	do.	do.
At Fort La Fayette, and at Fort Richmond, at	20	do.	do.
And at Sandy Hook, at	21	do.	do.

ORDER OF THE RETURN FIRE TO ALBANY.

To commence the return fire by a national salute at Fort La Fayette, at twenty-two minutes past eleven o'clock, A. M. of Wednesday, and at thirty minutes past eleven o'clock, a repeating gun will be fired from Fort Richmond, and followed at Governor's Island, and at the Battery, New York, at thirty-one minutes past eleven o'clock, A. M.

At North Battery, at	32 minutes past 11 o'clock,	A. M.	
At Fort Gansevoort, at	33	do.	do.
At Fort Washington, at	34	do.	do.
At Closters, opposite Phillipsburg, at	35	do.	do.
At Tarrytown and Sing Sing, at	36	do.	do.
At Stoney Point, at	37	do.	do.
At West Point, at	38	do.	do.
At Newburgh, at	39	do.	do.
At Hamburgh, at	40	do.	do.
At Poughkeepsie, at	41	do.	do.
At Hyde Park, at	42	do.	do.
At Kingston and Rhinebeck, at	43	do.	do.
At Red Hook, at	44	do.	do.
At Catskill, at	45	do.	do.
At Athens and at Hudson, at	46	do.	do.
At Coxackie, at	47	do.	do.
At Baltimore, at	48	do.	do.
At Castleton, at	49	do.	do.
At Greenbush, at	49½	do.	do.
Again at Albany, at	50	do.	do.

J. MORTON, Major-General of Artillery.

A. M. MUIR, Commissary-General of the State of New York.

October 24th, 1825.

The result proved the calculation correct. The report of the cannon from the north and west, was received on the twenty-sixth instant, at New York, in one hour and forty minutes, and was returned to Buffalo, in nearly the same space of time, making a communication, on a line of eleven hundred miles, in less than three hours.

FURTHER DEMONSTRATIONS OF RESPECT.

ARRANGEMENTS

For firing a Grand Salute on the first boat entering the Canal from Lake Erie; and also arrangements for giving the anticipated times when she will reach the different places, on her route to Albany.

THE GRAND CANAL CELEBRATION.

(*From the Commercial Advertiser of Oct.* 18.)

The preparations for the approaching grand Celebration, are continded, with great activity, from this City, along the line of the Canal, to Buffalo. The mail of this morning has furnished us with the Buffalo Journal extra, containing the following proceedings, which we hasten to lay before our readers. The time of the arrival of the boats at Albany having been thus accurately fixed, the arrangements for this City can now be completed with certainty.

The Committee of Arrangements on the part of the Corporation, Merchants, Military, and Societies of this City, met at the Recorder's apartment, in the City Hall, last evening, and completed the arrangements for the aquatic part of the Celebration. In regard to the land Celebration, some progress was made, and the whole will be completed at an adjourned meeting, to be held on Thursday. Major-General Fleming was appointed Grand Marshal of the day, with the power of selecting such number of aids as he may require.

CANAL CELEBRATION.

The following are the detailed and final arrangements made by the Committees of this village, Lockport, and Rochester, relative to the departure and stops of the first boat upon the Canal destined for New York. This, it will be seen, does not correspond with the arrangements published in our last; and we give the alterations made by the Committee, in the present form, thus early, to prevent the possibility of mistake.

The undersigned, as Committees of Conference from the villages of Buffalo, Lockport, and Rochester, to arrange the times of the arrival of the first boat, leaving Lake Erie on the twenty-sixth instant, for Albany and New York, at the most important villages upon the Canal, do make the following Report, viz. :—

Leave Buffalo, on Wednesday, the 26th instant,		at	10	o'clock, A. M.
Arrive at Black Rock,	do.	at	11	do.
Leave do.	do.	at half-past	11	do.
Arrive at Lockport,	do.	at half-past	4	P. M.
Leave do.	do.	at	7	do.
Arrive at Newport, on Thursday, the 27th,		at	4	A. M.
Leave do.	do.	at half-past	4	do.
Arrive at Holly,	do.	at	7	do.
Leave do.	do.	at half-past	7	do.
Arrive at Brockport,	do.	at	9	do.
Leave do.	do.	at half-past	9	do.
Arrive at Rochester,	do.	at half-past	3	P. M.
Leave do.	do.	at	7	do.
Arrive at Palmyra, on Friday, the 28th,		at half-past	7	A. M.
Leave do.	do.	at	9	do.
Arrive at Newark,	do.	at	11	do.
Leave do.	do.	at half-past	11	do.
Arrive at Lyons,	do.	at half-past	2	P. M.
Leave do.	do.	at	4	do.
Arrive at Clyde,	do.	at	7	do.
Leave do.	do.	at half-past	7	do.
Arrive at Montezuma,	do.	at half-past	10	do.
Leave do.	do.	at	11	do.
Arrive at Bucksville, on Friday, the 29th,		at half-past	1	A. M.
Leave do.	do.	at	2	do.
Arrive at Weedsport,	do.	at	3	do.
Leave do.	do.	at	4	do.
Arrive at Jordan,	do.	at	6	do.
Leave do.	do.	at	7	do.

Arrive at Syracuse, on Friday, the 29th instant,	at	3	P. M.
Leave do. do.	at	6	do.
Arrive at Rome, on Sunday, the 30th,	at	8	P. M.
Leave do. do.	at half-past	8	do.
Arrive at Whitesborough, do.	at	12	M.
Leave do. do.	at half-past	12	P. M
Arrive at Utica, do.	at half-past	1	and attend Church.
Leave do. on Monday, the 31st,	at	9	A. M.
Arrive at Little Falls, do.	at	4	P. M.
Leave do. do.	at	5	do.
Arrive at Schenectady, on Tuesday, November 1st,	at	6	do.
Leave do. do.	at	7	do.
Arrive at Albany, on Wednesday, November 2nd,	at	1	do.

In behalf of the citizens of Buffalo,

THADDEUS JOY,
DAVID BURT.

In behalf of the citizens of Lockport,

ELIAS RANSOM, JUN.

In behalf of the citizens of Rochester,

HEMAN NORTON.

*** The Grand Salute will commence at ten o'clock, A. M. precisely.

☞ The above has been carefully copied from the manuscript report of the Committee. It would be well for those interested to compare other copies of this Report with the above, should any appear, in order to be certain of their correctness.

Buffalo, October 11, 1825.

There seemed to be some difficulty in regard to the continuation of the Grand Salute from Albany to this City, in consequence of the want of field pieces. During the late war, the guns

belonging to most of the artillery companies between this City and Albany, were ordered to be taken to the frontiers by the then Commander-in-Chief, and they have never been returned. The Committee, however, resolved last evening to make the effort, and voted an appropriation for that purpose. But it will be seen by the following letter, addressed to us by the Editor of the Rochester Telegraph, that the difficulty no longer exists. The patriotic Committee of that village have taken the matter up efficiently, and the guns are now on the way. Our Committee will thus be relieved of much trouble, while the object is certain of being accomplished. Our Committee will, of course, pay a liberal proportion of the expences; and we would beg leave respectfully to suggest, whether it would not be proper to send a Sub-Committee immediately to Albany, to superintend the planting of the cannon along the margin of the river.

To the Editors of the Commercial Advertiser.

Gentlemen,

Having understood that the project of planting cannon upon the Erie Canal, had failed in consequence of Mr. Meech's inability to obtain them, our Committee have ventured to anticipate the wishes of the citizens of New York and Albany, by employing Messrs. Van Slyck, Mathews, Meech, and Ely, of this village, to plant cannon upon the whole route, in accordance with the views of the New York and Albany Committees. Mr. Mathews goes east, and Mr. Meech west, to-night, to place the cannon. Two boats have been already despatched with 32 pounders, and two more leave to-morrow.

The gentlemen who have now undertaken this business have the cannon in their possession, and will carry the arrangements into full effect.

We should not have presumed to act in this matter, but for the apprehension that a few days delay would probably defeat the whole arrrangements.

We shall send a fine boat, and a Committee of Congratulation to New York.

Yours, &c.

J. WEED.

Rochester, October 12, 1825.

FURTHER INFORMATION,

SHEWING

THAT THE GREAT WORK APPROACHES A CLOSE.

(*From the Rochester Telegraph, of October* 18.)

The wedding of the waters of Lake Erie, with those of the Hudson, is to be solemnised on the twenty-sixth instant, and we are happy to observe that marriage feasts are making ready in every part of the State. It will be seen, by another column, that a banquet will be prepared in our own village, and that servants have gone forth to invite many guests.

As the conclusion of this gigantic work draws near, the enthusiasm of the public spreads far and wide. Loud and deep will be the shouts of triumph which rend the air when the signal gun announces the work is completed!

The rapidity with which this immense work has progressed, is a matter of profound astonishment. The opinions of learned men, the estimates of experience, the computations of science, and even the visions of fancy, have all been disappointed in the time required to accomplish the great work of the age.

In eighteen hundred and eight, a resolution was first submitted to the Legislature, by Joshua Forman, Esq., of Onondaga, on the subject of the Erie Canal. Mr. James Geddes surveyed the whole route in eighteen hundred and nine. In eighteen hundred and ten, the first commissioners were appointed, and in eighteen hundred and eleven, they submitted a favorable Report to the Legislature. The Legislature of eighteen hundred and twelve appropriated a sum not exceeding fifteen thousand dollars, to commence the work of internal improvements! During this year unsuccessful applications were made to the General Government, and the several western States

and Territories for assistance. In the mean time the public opinion was divided, both as to the practicability and the expediency of the project. A great proportion of the people thought it an extravagant, if not an idle project, and all concurred in the opinion that if ever completed, it must be by the posterity of the generation which commenced it. It was uniformly spoken of, by the learned and the ignorant, as the work of fifty or an hundred years. So strong and settled was the conviction that this work could not be accomplished within the brief space allotted for life, that almost every person would have said, I desire to live no longer than to see this Canal completed.

In eighteen hundred and seventeen, commissioners were appointed to commence the work, and the ground was first broke at Rome, on the fourth day of July, of that year. As late as the Session of eighteen hundred and nineteen, and after many thousand dollars had been expended, a strong effort was made to arrest the work, and a large minority of the House of Assembly actually voted against making any further appropriations! When the engineers were surveying the route, and told the farmers, upon whose lands they were sticking their stakes, that, in a few years, boats would pass their doors, they either laughed at what they conceived a hoax, or stood amazed at the splendour of the project.

But all fears were soon dissipated—every obstacle yielded to the strong arm of enterprise; the lofty forest—the dense swamp—the rugged hills—and the solid rocks, all gave way to the muscular and untiring power of industry. The Work is finished! Our brightest, highest hopes, are all consummated. Let the shouts of triumph be heard from Erie to the Atlantic, and from the Atlantic resound back to Erie. Let the air itself be made vocal with our pæans of exultation and gratitude.

MORNING

OF

THE TWENTY-SIXTH OF OCTOBER, 1825.

(From the Commercial Advertiser, of Wednesday, October 26, 1825.)

THE WORK IS DONE!

At twenty minutes past eleven o'clock this morning, the joyful intelligence was proclaimed to our citizens, by the roar of artillery, that the great, the gigantic work, of uniting the upper Lakes with the ocean, was completed, and that exactly an hour and twenty minutes before, the first boat from Erie had entered the Canal, and commenced its voyage to New York. This proud intelligence having been communicated in the same manner to Sandy Hook, and notice of its reception returned to the City, the return salute was commenced at Fort La Fayette, by a national salute, at twenty-two minutes past eleven, and the sounds of our rejoicing sent roaring and echoing along the mountains, and among the Highlands, back to Buffalo, where it was doubtless received long before this paper went to press.

The salute having been received at Albany, without a moment's delay was continued along the banks of the Hudson in the following order:—

At Albany, precisely at			11 o'clock, A. M.
At Castleton, at		1 minute past	11 o'clock, A. M.
At Baltimore, at	2	do.	do.
At Coxackie, at	3	do.	do.
At Athens and Hudson, at	4	do.	do.
At Catskill, at	5	do.	do.
At Upper Redhook, at	6	do.	do.

At Columbus and Rhinebeck, at	7 minutes past 11 o'clock,	A. M.	
At Hyde Park, at	8	do.	do.
At Poughkeepsie, at	9	do.	do.
At Hamburgh, at	10	do.	do.
At Newburgh, at	11	do.	do.
At West Point, at	12	do.	do.
At Fort Montgomery, at	13	do.	do.
At Stoney Point, at	14	do.	do.
At Sing Sing and Tarrytown, at	15	do.	do.
At opposite Phillipsburg (Closter's Landing), at	16	do.	do.
At Fort Washington, at	17	do.	do.
At Fort Gansevoort and North Battery, at	18	do.	do.
At the Battery, New York, and at Governor's Island, at	19	do.	do.
At Fort La Fayette, and at Fort Richmond, at	20	do.	do.
And at Sandy Hook, at	21	do.	do.

After the national salute from Fort La Fayette, at thirty minutes past eleven o'clock, a repeating gun was fired from Fort Richmond, and followed at Governor's Island, and at the Battery, New York, at thirty-one minutes past eleven o'clock, A. M., and the firing was then continued up the river, as follows:—

At North Battery, at	32 minutes past 11 o'clock,	A. M.	
At Fort Gansevoort, at	33	do.	do.
At Fort Washington, at	34	do.	do.
At Closters, opposite Phillipsburg, at	35	do.	do.
At Tarrytown and Sing Sing, at	36	do.	do.
At Stoney Point, at	37	do.	do.
At West Point, at	38	do.	do.
At Newburgh, at	39	do.	do.
At Hamburgh, at	40	do.	do.
At Poughkeepsie, at	41	do.	do.
At Hyde Park, at	42	do.	do.
At Kingston and Rhinebeck, at	43	do.	do.
At Red Hook, at	44	do.	do.

At Catskill, at	45 minutes past 11	o'clock,	A. M.
At Athens and at Hudson, at	46	do.	do.
At Coxackie, at	47	do.	do.
At Baltimore, at	48	do.	do.
At Castleton, at	49	do.	do.
At Greenbush, at	49⅓	do.	do.
Again at Albany, at	50	do.	do.

Thus, in the short space of eight years, has a mighty work been accomplished by New York, unaided and alone, which will for ages stand high in rank among the wonders of the world.

FINAL ARRANGEMENTS.

GRAND CANAL CELEBRATION BY THE CITY OF NEW YORK.

The Committee of the Corporation of the City of New York, assisted by the Sub-committees, representing the Merchants and Citizens—the several Mechanic Societies—the Military—the Fire Department—the Literary and Scientific Institutions—the Members of the Bar, and other Associations, have agreed unanimously to commemorate the Great State Work, which unites the waters of the northern and western Lakes with the Atlantic ocean, in the following manner :—

1. The Grand Salute, which is to begin at Buffalo, on Lake Erie, precisely at ten o'clock A. M. on the twenty-sixth of October, when the first boat enters the Canal from the Lake, will be continued, in rapid succession, from Buffalo to the City of New York, and so down to Sandy Hook, and forthwith returned by cannon, of the largest calibre, from Sandy Hook through the City of New York to Lake Erie—making, in distance, a grand total of one thousand and eighty-eight miles.

2. A National Salute will also be fired from the Battery, the moment that the line of cannon shall have announced that the boat has left the Lake, and safely entered the Canal. One hour and twenty minutes is allowed for the information to reach New York, and the like time to acknowledge at Buffalo that we have received it.

3. Alderman Davis and Alderman King, in behalf of the Corporation of the City of New York, have repaired to the seat of the Government of this State, and will from thence proceed to Lake Erie, and communicate to our fellow citizens, through their Committees, the measures that will be adopted on this great occasion by the City of New York, and the high satisfaction that the Corporation will receive by meeting our fellow citizens of the north and of the west, and along the whole line, and from every part of our State, in the waters of the City of New York.

4. On the day that the Canal boat enters the waters of the Hudson River, she will be met by a steam boat, despatched from this City by the Corporation, which shall render to the Canal boat, her consort boats and canoes, with the aborigines from Lake Erie, every facility in passing down the Hudson River, to our City.

5. Upon her arrival within the waters of the City of New York, a Committee of the Corporation, in a steam boat, bearing the large flag of the City, will meet her, and tender to her and to her passengers, the hospitalities of the City.

6. It is expected she will reach our City by day break of Friday, the fourth of November. The precise day will be announced, so as to notify the whole City. Arrangements will have been so made, that she will pass the North Battery precisely at seven o'clock, A. M. of the morning of her arrival. She will then receive a national salute.

She will then proceed slowly down the river, attended by steam boats, pilot boats, and barges, all splendidly decorated. Upon passing the Battery, to proceed up the East River, she will again receive a national salute. Pursuing her course along the east side of the City, she will pass the ship yards, Corlaer's Hook, the upper ship yards, and dry dock, stopping at the navy yard, where she will again receive a national salute. A frigate will there be dressed for the occasion. At the navy yard, the Officers of the United States Navy, who are the invited guests of the Corporation, will join the Canal boat, and proceed to the Battery. The whole flotilla will reach the Battery precisely at nine o'clock, A. M. where they will be met by the Mayor, the Corporation, and their guests.

While the Canal boat, attended by the steam-boats, the pilot boats, and the barges, are passing the City, through both rivers, the Corporation, with their guests, will assemble at the City

Hall, for the purpose of joining in the Grand Aquatic Display; and the merchants, the citizens, the military officers off duty, and all the Societies, will prepare for the Grand Procession through the City.

REGULATIONS FOR THE GRAND AQUATIC DISPLAY.

1. Charles Rhind, Esquire, assisted by the Committees of the Marine and Nautical Societies, the sea captains and captains of steam boats, the harbour masters and wardens of the port, and the Committee of the pilots and bargemen, will station the whole line of boats, and direct the order in which they shall move. All boats which unite in the procession, and carry passengers, will conform to the regulations prescribed by Mr. Rhind, assisted by the Nautical Committees.

2. To enable Mr. Rhind, assisted as aforesaid, to conduct the whole line of boats to the ocean, and return them to the Battery by three o'clock, P. M. so that the whole aquatic party may unite in the Procession of the citizens and societies, the Corporation will assemble in the City Hall, at eight o'clock, A. M. where their guests will meet them punctually, and proceed on board the boats at the Battery, precisely at nine o'clock, A. M. By this hour it is respectfully requested that all the ships and vessels in the harbour be suitably decorated.

3. The whole Aquatic Procession will leave the Battery for the ocean precisely at nine o'clock, A. M. A national salute will then be fired from the Battery. They will pass Castle Williams, when another national salute will be fired. As the Procession passes Fort La Fayette towards the ocean, it will again receive a national salute, which will be repeated as the Procession returns to the City.

As the flotilla approaches the ocean, it is expected that a deputation from *Neptune* will be sent to know who the visitors are, and the object of their coming. Upon being informed, it is anticipated that a skilful pilot will be sent to conduct it to his dominions.

When the fleet is met by the monarch of the deep, his Excellency, the Governor, will unite the waters of the Lakes with the ocean.

Dr. Mitchill having obtained the pure waters of the Elbe, the sacred waters of the Ganges, the overflowings of the Nile, the waters of the Amazon, the Oronoco, the La Plata, of Columbia

River, of the Thames, the Seine, the Neva, the Tagus, and from every quarter of the Globe, will unite these waters with the ocean, as an emblem of our commercial intercourse with all parts of the world.

The Honorable C. D. Colden will present to his Honor, the Mayor, at the request of the Committee of the Corporation, a written Memoir upon the importance of the subject. This Memoir will be deposited in the City Archives.

After this, the whole fleet, disposed in due order, will then return from the ocean to the Battery, and anchor in line, precisely at three o'clock, P. M. There they will receive another national salute.

4. The line of boats being formed close to the Battery, the Societies will pass them upon the broad paved circular walk, along the margin of the water, and receive from the Corporation those demonstrations of respect which are so eminently due to so great, industrious, and patriotic an assemblage of our fellow citizens.

REGULATIONS FOR THE GRAND PROCESSION THROUGH THE CITY.

1. The procession will be formed (six in front) under the direction of Major General Fleming, who will act as the Grand Marshal of the day. It will form on the west side of Greenwich Street—its right on Marketfield-street. The line of procession will begin to form at nine o'clock, A. M. and be ready to move at eleven o'clock, A. M.

2. Its right will wheel and pass, the whole line moving at the same time, so that all may see each other.

3. The procession will pass up Greenwich Street to Canal Street and to Broadway—up Broadway to Broom Street and to the Bowery, down the Bowery to Pearl Street, down Pearl Street to the Battery. The procession will reach the Battery by three o'clock, P. M. when the whole Aquatic Procession will have returned from the ocean, and be stationed off the Battery.

4. The whole aquatic party being ready and the boats duly arranged, the procession will pass the boats at the margin of the Battery, upon the broad paved circular walk. This close approach of the boats to the Battery is intended to give to the City Procession, and the Aquatic Party, a view of each other, and to enable the Corporation to unite the two together in the Grand Procession.

5. The Corporation, with their guests, preceded by the aborogines from Lake Erie, with their canoes, will fall in the rear of the City Procession, following it under the direction of the Grand Marshal, to the City Hall, where all will disperse.

Note.—It is requested that the Committees, of the several Societies who intend to unite in the celebration, will send to the Recorders's Office, in the City Hall, on or before the first of November, an estimate of their respective numbers, to the end that the Grand Marshal may apportion a sufficient space, in which each Society may conveniently form and move in the Procession. And, also, the names of the principal persons from each society, with whom the Grand Marshal may confer.

The bells of the City Hall, and of all the churches in the City will be rung from seven to eight, from twelve to one, and from four to five o'clock.

ORDER OF THE SOCIETIES, CITIZENS, AND MILITARY.

1. Horsemen, with trumpets.
2. A Band of Music.
3. The Grand Marshal with his Aids.
4. Foresters with axes to cut down the trees, and clear the earth for cultivation.
5. Tillers of the ground, consisting of Farmers and Gardeners, and followed by the Members of the Agricultural and Horticultural Societies.
6. The Tailors, and Journeyman Tailors' Society.
7. Measurers of grain—Millers and Inspectors of flour—of pot and pearl ashes, and of provisions.
8. The Bakers, and the Bakers' Benefit Society.
9. Brewers and Distillers.

10. Coopers, and the Journeymen Coopers' Society.
11. The Butchers.
12. Weavers and Manufacturers of linen, woollen, and cotton cloths.
13. Tallow Chandlers and Soap Makers.
14. Tanners, Curriers, and Leather Dressers.
15. Cordwainers Society.
16. The Furriers.
17. The Hatters.
18. The Masons, and the Journeymen Masons.
19. The Carpenters.
20. Smiths, Nailors and Cutlers, and Smiths' Benevolent Society.
21. Painters and Glaziers, and House Painters' Society.
22. Stone Cutters.
23. Cabinet Makers.
24. Chair Makers, Chair Makers' Society, and Journeymen Chair Makers' Society.
25. Upholsterers.
26. Tinplate Workers and Pewterers.
27. Potters.
28. Brush Makers.
29. Copper, Gold, and Silver Smiths.
30. Carvers and Gilders.
31. Coach Makers, Sadlers, and Harness Makers.
32. Shipwrights.
33. Sail Makers, Rope Makers, Riggers and Caulkers.
34. General Society of Mechanics and Tradesmen.
35. The Firemen and Fire Department.
36. The Benevolent Societies.
37. The Merchants
38. The Citizens.
39. The Cartmen.
40. The Teachers' Society.
41. The Printers and Members of the Typographical Society.
42. The Booksellers, Bookbinders, and Stationers.
43. The Students of Columbia College.

44. The College of Physicians and Surgeons.
45. The Medical Society.
46. The Reverend the Clergy.
47. The Bar.
48. The Historical, Philosophical, Philological, and other Literary Societies.
49. The Members of the Academy of the Fine Arts.
50. Strangers of Distinction.
51. The Sheriff and Staff, with the Judicial Officers.
52. The Military Officers.
53. The Ancient and Honorable Society of Free and Accepted Masons.
54. The Governor and Lieutenant-Governor.
55. The Senate and Members of the Assembly.
56. Canal Commissioners now in commission, and all former Canal Commissioners.
57. Canal Engineers.
58. State Officers.
59. The Corporation and their Guests.

EVENING CELEBRATION.

1. The City Hall will be brilliantly illuminated by special order of the Corporation. It will be superbly decorated with appropriate devices. The illumination will commence at seven o'clock, and close at 10 o'clock.

2. Towards the close of the illumination, there will be a grand display of fire works in front of the Hall. Some of the designs will be entirely novel. This will be done under the direction of Mr. Richard Wilcox.

3. The Corporation respectfully recommend that the Theatres and public buildings be illuminated from seven to ten o'clock.

GUESTS INVITED BY THE CORPORATION TO JOIN THE AQUATIC PROCESSION.

The President of the United States.

Vice-President.

Senators and Members of Congress.

The Heads of the Departments of the United States.

Judicial and other Civil Officers of the United States.

Foreign Ministers and Consuls.

Officers of the Army and Navy of the United States.

Foreign Military and Naval Officers.

The Collector of the Port of New York.

Navy Officer.

Surveyor.

Marshal of the District.

Clerk of the District.

Post-Master.

The Captain of the Revenue Cutter.

The Governors of the several States.

The Governor of the State.

Lieutenant-Governor.

Senate and Assembly.

Chancellor and Judges of the Supreme Court.

Judges of the Circuits.

First Judge of the City and County.

The Reverend the Clergy.

President and Professors of Columbia College.

Professors of the College of Physicians and Surgeons.

President and Officers of the Medical Society.

President and Officers of the Chamber of Commerce.

President and Officers of the Marine and Nautical Societies.

President and Officers of the House of Refuge.

The Governors of the Hospital.

Trustees of the Sailors Snug Harbor.

The Canal Commissioners now in commission and all former Canal Commissioners.

Canal Engineers.

Superintendent and Commissioner of the Salt Works.

The Commissioners of the Senate and Assembly on Canals.

Commissioners of the Canal Fund.

The Committees from Buffalo to New York, connected with the Celebration.

The Chairman and Committee of every Society or Body, in this City, connected with the Celebration.

The Committees of the Merchants, of the Bar, and of the Students of Columbia College.

Wardens and Harbour Masters.

Masters of Vessels.

The Health Officers and Health Commissioners.

Commissioners of the Alms House, and Physicians and Surgeons thereof.

Sheriff and Under Sheriff.

The Register and Assistant Register of the Court of Chancery.

The Clerks of the Supreme Court and other Courts, Register and Surrogate, Marine Justices and Police Magistrates, Street Commissioner and Assistant, Comptroller of the City.

City Inspector.

The Attorney-General and District Attornies, President and Directors of the North River Steam-boat Company.

The Captains and Agents of the steam-boats who have tendered their services to the Corporation.

The Committees of the Pilots, Officers and Professors of West Point Academy.

The President, Vice-President, and Trustees of the Fire Department.

The Honorable the Trustees of the village of Brooklyn.

The Honorable the Corporation of Jersey City.

The Secretary of the State, the Treasurer, the Comptroller, the Surveyor-General, the Adjutant-General.

The Regents of the University, Trustees of Columbia College, Strangers of distinction.

The Officers of the Grand Lodge of the State of New York.

Cincinnati Society.

The Honorable John Jay, Morgan Lewis, and Joseph C. Yates, former Governors of the State of New York.

The Hon. Stephen Van Rensselaer, John Tayler, and Erastus Root, former Lieutenant-Governors of the State of New York.

The Hon. Egbert Benson and Robert Troup, former Judges under the United States.

The Hon. John Lansing and James Kent, former Chancellors of the State of New York.

The Hon. Ambrose Spencer and Jonas Platt, former Judges of the Supreme Court.

The former Chief Magistrates of the City of New York—Col. Varick, Col. Willet, John Ferguson, Jacob Radcliff, C. D. Colden, and Stephen Allen, Esquires.

The former Recorders of the City of New York—John Watts, Richard Harrison, Maturin Livingston, Pierre C. Van Wyck, Josiah Ogden Hoffman, and Peter A. Jay, Esquires.

The late Members of the Corporation.

To commemorate this great event in an appropriate and durable manner, the Corporation have ordered Medals to be prepared, one of which will be given to each of the invited guests.

Gentlemen who are thus publicly invited, will be pleased to signify their acceptance of the invitation, by sending their names and address to the Recorder's Office, in the City Hall. Public characters and citizens, who have rendered great services to the Republic, though not named in the general invitation, will receive a special invitation and a Medal.

R. RIKER, on the part of the Corporation.
WM. BAYARD, on the part of the Merchants and Citizens.
J. MORTON, Maj.-Gen. Div. Artillery.
J. MAPES, Maj.-Gen. 2nd. Div. Infantry.
R. E. MOUNT, for the Societies.
SAML. J. WILLIS, on the part of the Fire Department.
CHAS. RHIND, in behalf of the Aquatic Committee.
AUGUSTUS FLEMING, Grand Marshal of the Day.

The following was published by the Recorder, for the direction of the Guests of the Corporation.

CORPORATION GUESTS.

1. The Corporation have engaged for themselves and their guests, the steam-boat Washington, the steam-boat Fulton, and the barge Lady Clinton. These boats will be exclusively under the control of a Committee of the Corporation.

2. The boats, with the barge, will be at No. 1, on the east side of the Battery, precisely at eight o'clock, A. M. on Friday, the fourth of November.

3. The ladies who are invited, with the gentlemen who attend them, need not come to the Hall, but will proceed directly to the steam-boat Fulton, or to the barge Lady Clinton. They must be there from eight to half-past eight o'clock, A. M. where they will be received by a Committee of the Corporation.

4. Ladies and gentlemen will be required to produce their tickets—this rule cannot be departed from.

5. The Mayor and Corporation will be at the City Hall to receive the Public Functionaries, the Reverend the Clergy, and all their other guests, who do not take ladies, and proceed from the City Hall, at half-past eight o'clock, so as to reach the Battery one quarter of an hour before nine o'clock, A. M.

6. The days being short, the utmost punctuality is indispensible.

R. RIKER, Chairman of the Committee of the Corporation.

REPORT

OF

ALDERMAN KING AND ALDERMAN DAVIS.

THE Sub-committee appointed to proceed to Buffalo, for the purpose of tendering and receiving congratulations in behalf of the Common Council of the City of New York, on the completion of the Grand Erie Canal, and to invite a Committee from each of the Towns and Villages on the route to unite with the citizens of New York in celebrating that happy event,

REPORT,

That, on the nineteenth of October last, they proceeded on their mission to Buffalo, and travelled principally by land, in order to obtain a more perfect view of the western section of this great and flourishing State; and their minds were filled with mingled emotions of pride and gratitude at beholding the fertility of its soil—the grandeur of its scenery,—the enterprise of its inhabitants, and their progressive improvement in all the arts and sciences that can exalt our natures, or contribute to the comforts and elegancies of life, which so far surpassed the many glowing descriptions of that enchanting region, that any representation that may be attempted of it, must fall far short of the reality. The enraptured eye of the traveller turns with delight from one scene of natural beauty to another, in a constant succession of endless variety. At one moment it glances over a wide range of cultivated farms, with their neat dwellings and spacious out-buildings, at once indicating the comfort and wealth of the proprietors;

at another, it views a majestic river, pursuing its course through fertile valleys, and bearing on its bosom the sails of commerce and the products of industry: here are seen herds of cattle, spread over extensive fields of grain, grazing on their delicate blades, to check their excessive luxuriancy, whilst others fed on the distant mountain side, or in the rich meadows below. A recent frost had tinged the foliage of the forests with the variegated colours of autumn, well calculated to produce emotions "painful, yet pleasing to the soul." From a scene so delightful the attention of the traveller is suddenly arrested by the sight of a City, sprung up as if by magic, on a spot where late a desert frowned, and the wild beasts roamed unmolested, save by the chance arrow of the savage huntsman; here regular streets are lined by substantial brick or wooden buildings, many of which are magnificent in extent, and adorned with all the chaste elegance of Grecian architecture. Nor had the inhabitants confined themselves to the construction of private dwellings alone; but justly considering in what true wealth and happiness consist, have erected, in each town and village, some elegant and spacious edifice devoted to learning, and not unfrequently two or three beautiful churches pointing their lofty spires to the heavens.

Through such a country your Committee were reluctantly urged on to Buffalo, in four days. On their arrival they were received by a Committee of the village, consisting of Judge Wilkeson, Captain Joy, Major Burt, Captain Dox, Doctor Stagg, and Messieurs Potter and Wells, and were greeted with a cordial welcome by the intelligent and grateful inhabitants of Buffalo. Here your Committee procured two barrels of the pure waters of Lake Erie, to be commingled with those of the ocean, and two logs of native red-cedar and one of birds-eye maple, were put on board the Canal-boat for the purpose of being made into boxes to enclose medals for the different guests.

In the course of the day the Governor and Lieutenant-Governor arrived, and were received with due honor by the inhabitants.

The dawn of the twenty-sixth was ushered in by a revellie from a band beneath our windows; and soon after the military were formed, whose appearance and discipline, it is believed, are not excelled by any in the State. At ten o'clock they escorted the Governor, Lieutenant-Governor, and other guests, on board the Canal boat, "Seneca Chief," destined for New York: then those cannon, which so lately sounded our country's glory on the Northern Lakes, proclaimed the accomplishment of a work which, under the circumstances which attended its

commencement and progression, stands unrivalled in the annals of the world: at this signal we started in the first boat, amid the cheers of an assembled multitude, to traverse a new path from the Lakes to the ocean, and in every countenance was depicted a deep felt gratitude to Heaven, for having opened to them a source of wealth and prosperity, the extent of which cannot yet be conceived by the mind of man.

On reaching Black Rock, intelligence was received that General Porter, with his party, had started the preceding evening, in an elegant boat, richly laden with the products of the west, intending to join the party at Albany, and thence to proceed to New York.

Passing on we stopped at Lockport, and the various towns and villages on the line of the Canal, at the precise hours previously appointed, and of which all were fully apprized. Those towns and villages vied with each other to honor the Chief Magistrate, to whom, and other enlightened statesmen, under the auspices of a divine Providence, they felt indebted for the great blessings resulting from the union of the ocean, with the great western waters, in anticipation of which they already had enjoyed a pleasing foretaste. It is needless to add that your Committee, as the representatives of the City of New York, received their full share of all the honors and festivities prepared for the occasion, nor did your Committee fail to impress on the minds of their western brethren, the generous sentiments which the citizens of New York entertained towards them; and to assure them that the Corporation of New York, in common with their fellow-citizens, deemed the completion of the Erie Canal an event calculated to exalt the character of the State, and to promote its best interests, not only as it affords the means of extending its commerce, but that it will bring together the citizens from the remotest corners of the State, and thus enable them to cultivate that friendship and mutual good feeling which the citizens of New York are so desirous of promoting, and which is so necessary for cementing our Union. In behalf of the Common Council your Committee invited the citizens of each city and village through which they passed, to appoint a Delegation to join them in celebrating the happy event, assuring them that on their arrival at our shores, they would find a people with open arms and open hearts to receive them.

It was peculiarly gratifying to your Committee to find that those sentiments were invariably received with the utmost cordiality, and as heartily reciprocated. To give even an outline of the splendid entertainments at the different cities and villages at which the boat stopped by appointment, would be impracticable, as they occurred in such rapid succession, that it precluded

even the possibility of taking note. At each place, however, some distinguished individual congratulated the party in behalf of his fellow-citizens, which was reciprocated, in an appropriate manner, by his Excellency, the Governor. The approach of the party was announced at every stopping place by the discharge of cannon, and the military attended to escort them to some hotel, at a short distance from the landing, where tables spread with sumptuous viands and choice wines were prepared for their refreshment, and numbers of citizens united to render these entertainments agreeable. In the night time were super-added illuminations, rockets, displays of fire-works, and transparencies, descriptive of the happy occasion they were intended to celebrate, and also to pay a deserved compliment to the distinguished individual who had contributed so much towards its completion.

Your Committee would fain give a brief description of the hospitalities received by the party at Rochester, Utica, and several other places, but this would be doing injustice to other villages, whose exertions were not less honorable to themselves, nor less acceptable to the party. At Rochester, after partaking of a splendid entertainment, the party received a most valuable accession; an elegant boat had been built for the purpose called the "Young Lion of the West," freighted with the native products of their soil, and many valuable articles manufactured by their artists, with several rare animals from the forests. In company with this boat, having on board a Committee of the most distinguished gentlemen of that village, your Committee proceeded on their route.

Although the hurry of the jaunt admitted of little rest, yet the constant succession of new scenes, added to the unabated exertions of each gentleman of the party, to contribute his share towards increasing the happiness of all, was more than an equivalent for its loss.

But amid this boundless scene of pleasure, one unhappy accident occurred, at Weedport, which it becomes the painful duty of your Committee to notice. The patriotic citizens of this place had made every preparation for suitable rejoicings, and amongst the rest cannon had been planted on the margin of the Canal, and two sober and discreet mechanics selected to manage them; on the approach of the boats guns were fired, and whilst the Governor and party were seated round the festive board, the sad intelligence was announced that the two gunners were blown to atoms in their attempt to re-charge a gun. This accident tended not a little to mar our future pleasures, and is here stated in the hope that it will call forth not the mere sympathies, but something more substantial, from a humane and generous community, for the benefit of their surviving widows and children.

On arriving at Albany, on the second of November, we were joined by a Committee of our brethren, Alderman Wyckoff and Mr. Hone; and here great exertions were made to do honor to the occasion. A handsome procession was formed, and marched to the Capitol, where an ode was sung; and an eloquent petition made to the throne of grace by the Reverend Mr. Lacey, after which our worthy colleague, Mr. Hone, in behalf of the corporation and citizens of New York, delivered an elegant congratulatory address, followed by Mr James, Chairman of the Albany Delegation, and the Lieutenant-Governor, in his peculiar happy manner, reciprocated their congratulations on behalf of the western Committees. The procession again formed, and proceeded to the New Bridge, where a sumptuous entertainment had been prepared by the citizens of Albany, for themselves and their guests, and of which they partook. The guests were then conducted to one of the most splendid hotels, and there received every attention that the Albany Committee had prepared for them. On the following morning (November third,) six steam-boats, dressed with the flags of different nations, were put under the direction of your Committee, at whose invitation the numerous guests of the Corporation repaired on board, at about ten o'clock, among whom were, besides the Committees of the west, the Governor and Lieutenant-Governor of the State, Generals Stephen, Solomon, and Jacob R. Van Rensselaer, Simeon De Witt, Mr. Geddes, Hon. A. S. Conklin, the Treasurer and Comptroller of the State of New York, together with a most respectable Delegation from Albany.

On the voyage down the Hudson this splendid fleet was greeted by a discharge of cannon at every town and village on its banks; at night the public and private buildings of each village were brilliantly illuminated; in some, rockets were discharged, and in others bon-fires were kindled, to demonstrate the joy of the inhabitants. These exhibitions were the more grateful because it was evident that the inhabitants rejoiced not so much on their own account, as on that of their western friends, with whom they were now to be more closely united.

On arriving at West Point, about the middle of the night, the officers of that post, upon special invitation came on board the fleet, and brought with them an elegant band of music. The fleet had been expected to pass the garrison at an earlier hour, and every preparation had been made by its Commander to pay suitable honors to the distinguished citizens on board, but owing to the lateness of the hour these honors were paid in advance, and before the appearance of the fleet. The officers proceeded with your Committee to New York, as guests of the Corporation, and it was pleasing to witness the heartfelt gratulations which they exchanged with their fellow-citizens on the joyous occasion. Your Committee would do injustice to their own feelings were they to omit acknowledging the obligations they were under to Mr. Charles Rhind,

and Captains Lockwood and Wiswall, for the very able manner in which they conducted the fleet down the Hudson ; under the immediate command of the former, aided by the two latter gentlemen the entire flotilla was kept in regular order, varying its positions at pleasure, by means of signals ; nor are your Committee under less obligations to those gentlemen for their care and attention in providing rich entertainments on board the fleet for the guests of the Corporation. Thus circumstanced, your Committee need scarcely add that a more happy party never traversed that river, since its first discovery by the great and enterprising navigator whose name it bears.

The sun rose upon the morning of the Fourth of November, through an unusually clear and cloudless sky, and it seemed as if the beneficent smiles of Heaven were shed upon the accomplishment of the great work which had been achieved under its own auspices. At seven o'clock the fleet arrived at the North Battery, where it was greeted by a national salute ; at this moment the steam-boat Washington, bearing the standard with the arms of the City appeared in view, making its even and rapid course towards the flotilla. On coming up it was found that the Committee of Arrangements of the Corporation of New York, had gone out to meet and welcome their guests, and your Committee now found all the assurances they had given to their fellow-citizens of the west, more than realized ; pleasure beamed in every face, and gave at once a passport to the heart. What followed is reserved for other and abler hands to describe. Your Committee now close their Report, by adding a list of the gentlemen invited by them as guests of the Corporation, viz. :—

COMMITTEE FROM BUFFALO.

Hon. Samuel Wilkeson,
Captain Thaddeus Joy,
Major David Burt,
Doctor H. R. Stagg,
Mr. Heman B. Potter,
Captain M. M. Dox,
Mr. S. Wells.

ROCHESTER.

E. B. Strong,
A. V. T. Leavitt,
Levi Ward,
B. F. Hulbert,
Elisha Johnson,
Abelard Reynolds,
Rufus Beach,
C. A. Van Slyck.

SYRACUSE.

Joshua Forman,
Archy Kasson.
Warner Baldwin.

ONONDAGA HOLLOW.

D. W. Forman, Willet Raynor,

Mr. Spafford.

UTICA.

William Clarke, President of the Corporation of Utica.

Hon. Jonas Platt, Charles Broadhead,

Thomas H. Hubbard, Richard R. Lansing.

Alexander Coventry.

CANANDAIGUA.

Norton Crane.

WEEDPORT.

Reverend Mr. Mosely.

ALBANY.

William James,	John Cassidy,
Allen Brown,	George Galpin,
Elisha Jenkins,	George R. Hendrickson,
John Townsend,	John Taylor, Jun.
Ebenezer Baldwin,	John Meads,
James Stevenson,	R. M. Meigs,
John H. Webb,	E. G. Gracie,
William Caldwell,	Patrick Cassidy,
Walter Clark,	H. V. Hart,
John I. Boyd,	Joseph Alexander,
James King,	S. S. Fowler,
Welcome Esleeck,	Alfred Conkling.

NEWBURGH.

Selah Reeve,	Thomas Philips, Jun.
John W. Brown,	David Ruggles,
John W. Knevels,	James C. Clinton,

Wm. Walsh.

Which is respectfully submitted,

ELISHA W. KING,
WM. A. DAVIS.

New York, Dec. 10, 1825.

The Honorable Philip Hone,

Mayor of the City of New York in 1826.

REPORT

OF

ALDERMAN WYCKOFF AND MR. ASSISTANT HONE.

In pursuance of the arrangements concluded on by the Committee of the Corporation and the citizens of New York, and the citizens of Albany, Alderman Wyckoff and Mr. Assistant Hone proceeded to Albany to tender to the Municipality and citizens of that place, and the several Committees from Buffalo, and the other towns of the north and west, the congratulations of the Corporation of the City of New York, upon the completion of the Great Canal. Those gentlemen, after their arrival in Albany, proceeded a few miles from Albany, and there met the Canal boats, on board of which were the Committees from the west, and Aldermen King and Davis, of New York. They embarked on board of the boats, and went with them to the City of Albany, where they united in the procession formed by the citizens of Albany, and with them proceeded to the Capitol. At that place were assembled the Governor and Lieutenant-Governor of the State,—several Members of the Senate and House of Assembly,—the Officers of State,—the Mayor and Aldermen of the City of Albany,—the various Committees from the west and the north, and a large concourse of strangers and citizens.

At this place Mr. Hone, in behalf of the Corporation and citizens of the City of New York, made the following address :—

GENTLEMEN,

"We are deputed by the Corporation of the City of New York, to communicate to the citizens of our sister city of Albany, and to the Committees representing the flourishing counties of the western section of the State, their congratulations on the successful completion of the Great Western Canal.

"This event has already been announced from the shores of Lake Erie, to where the waters of the Hudson unite with the Atlantic; and the report of the cannon, which lately defended our country's honor, has triumphantly conveyed to us the intelligence that the work is *completed*. The importance of this event is attested by the glowing interest evinced by all classes of our fellow-citizens, and by the joyous alacrity with which all unite in this day's Celebration.

"It is not my intention to give a history of the origin and progress of this great work; that task is assigned to abler hands, and the gentleman who has undertaken it will, no doubt, do justice to the merits of all who have contributed to its success—those who first conceived the noble project—the Members of our State Legislature, who rendered to it, in all its stages, an honest and efficient support—and the Executive of the State, who, boldly contending against the opposition of the prejudiced, and removing the doubts of the timid, did not hesitate to risk his personal popularity on the issue.

"The pen of the historian will inscribe on the tablet of fame, the names of Schuyler, Morris, Clinton, Van Rensselaer, De Witt, Porter, North, Eddy, Platt, and Forman, and other active supporters of the Canal system, and posterity will award to them the illustrious title of benefactors of the State.

"The work is completed; its beneficial effects are already felt and acknowledged, and the mind of the patriot looks forward with proud anticipation to the future. A friendly and profitable intercourse is at once opened to distant parts of our country—the exchange of the products of the soil for the commodities of foreign parts, which use, and the force of habit have rendered necessary to the enjoyment of life, being effected with facility, and at a trifling expense, will tend to enrich the State, and to accelerate the progress of refinement; while the friendly interchange of kind offices and good feelings between the citizens of distant sections of our country, will serve to consolidate the Union of the States, and to preserve inviolate our republican institutions,

under which we have risen to an unexampled degree of national and individual prosperity, and by which alone we are rendered capable to appreciate and enjoy it.

"The complete success which has attended this first work of internal navigation, has communicated to all parts of the nation a degree of enterprise and public spirit hitherto unknown; already have other States embarked with zeal in the same career, and associations of individuals, encouraged by the example now before us, have engaged in similar undertakings, undismayed by the chilling apprehension that works of public utility can be accomplished only by the sacrifice of private wealth.

"As members of a great National Confederacy, we have much cause for rejoicing at the accomplishment of an undertaking by which all must be benefitted; but, on the present occasion, I should do injustice to my feelings, as a citizen of New York, if I did not remind you, in a strain of pride and exultation, that this is exclusively a *State Work*. In its infancy its feeble hands were in vain extended to the General Government for aid and support, and the State of New York, unaided, unsupported, and relying only upon its own energies, and the patriotism of its own citizens, began with zeal, prosecuted with spirit, and has now successfully completed an enterprise which seemed to require the power and resources of an empire to accomplish.

"I hope my language may not be misconstrued, but I declare, with the pride which becomes a citizen of the State of New York, I rejoice, from my heart, that every dollar of its cost has been drawn from our own pockets. Let us then, fellow-citizens, regard in the event we now celebrate, an earnest of what may be effected by unanimity, and a devotion to the public service; let no sectional views, no party prejudices, no unworthy jealousies, mar the glorious prospect now before us. By union among ourselves we shall concentrate the force of the State—its voice will be heard in the councils of the nation, and it will form, as was intended by the God of nature, the proudest pillar in the noblest edifice which has ever been reared upon the foundations of rational liberty and equal rights.

"In tendering the congratulations of the Corporation of New York, we are instructed to invite the Corporation of this City, together with the several Committees assembled here, to repair with us to New York, where they will be received by a Deputation from that Body, and will unite with them in the celebration of this joyful event."

After Mr. Hone's address, Mr. James, in behalf of the citizens of Albany, addressed the persons assembled; after which, the Honorable James Tallmadge, Lieutenant Governor, for and on behalf of the Committees from the west and north, made the following reply :—

Mr. Chairman,

"In behalf of the several Committees from the west, who are now present, I am desired to tender their thanks for the kind and cordial reception bestowed upon them by the citizens of Albany, while touching at this place, on their voyage from Erie to the ocean. They direct me to reciprocate the sentiments expressed by you, and by him (Mr. Hone) who preceded you, and to tender to you, to him, and to this people, congratulations on the joyful event which we this day celebrate.

"That Erie should have been united to the Hudson and to the ocean, is a proud triumph of the arts over the works of nature. It is a just cause of joy to this people, and affords matter for the admiration of this age. But that this great work should have been accomplished by the enterprises and the resources of a single State, is the best basis for our future glory. The conquering hero may bespangle his banners with the tears of the widow and the orphan; but it is our high ambition to gain the civic wreath. May our glories ever be numbered by the benefits conferred, rather than by the injuries inflicted upon our fellow-mortals.

"The industry and the enterprise of our citizens have subdued the wilderness of the west. The land where so lately the wild beast prowled, and the wild man roamed, is occupied by peaceful husbandmen, and now resounds with the industrious hum of man in the industrious pursuits of civilized life. The mighty stream, which wildly running in its precipitous course, leapt from the dizzy height into the deep abyss, dashing its foaming billows on the cataract below, tamed by the enterprise and industry of our citizens, abstains from its mad career, and guided by the plastic hand of art, now meanders through your settlements, administering not only to agriculture, commerce, and manufactures, but to all the purposes of civilized life. That such mighty doings are this day accomplished, here are the witnesses," (pointing to the several Committees from the west.) "These are the navigators from the west, who come bringing with them the waters of Erie, to commingle with the waters of the ocean.

"Believing that the people of this State, would be pleased to be represented in the celebration of an event so important to their prosperity and honor, the Governor and Lieut.-Governor have partaken, as guests, in the voyage from Buffalo to this place, and will continue onward to

the ocean. It has been one continued scene of welcome, joy, and hilarity. Our brethren of the west have deputed these Committees as representatives to their brethren of the east and south. These are the navigators who sailed the first vessel from Erie to the ocean. Permit me, sir, to introduce these men to you, and to this people, as gentlemen whose merits entitle them to respect and to hospitality.

The procession was then again formed, and marched to the bridge across the Albany basin, where they partook of an elegant collation, prepared by the citizens of Albany.

The next morning the Committees from New York, with their guests, the gentlemen composing the Committees from the west, went on board the steam boat, Chancellor Livingston, engaged for the occasion, accompanied by the Seneca Chief, which was towed by the Chancellor Livingston; the Young Lion of the West, by the Constitution; and the Black Rock boat by the Chief Justice Marshall. Five other steam boats, thronged with citizens, left at the same time. They proceeded to the City of New York. During their passage down the Hudson, they received the congratulations of the several towns on the river, and at Newburgh partook of a collation prepared for them.

All which is respectfully submitted,

HENRY WYCKOFF,
PHILIP HONE.

November, 1825.

REPORT

OF

ALDERMAN COWDREY, ALDERMAN WEBB, MR. ASSISTANT AGNEW, AND MR. ASSISTANT HEDDEN.

New York, November 4, 1825.

Dear Sir,

Agreeably to your request, the undersigned proceeded up the Hudson, this morning, in the steam-boat Washington, for the purpose of meeting the fleet of boats from the north and west; and of receiving, and making welcome, the Committees from those sections, as they should arrive within our jurisdiction, on their passage to the ocean.

At sun-rise, we met our new and anxiously desired visitants, between the State Prison and Weehawk, when the Commander of our boat, Captain E. S. Bunker, hailed the leading boat of the flotilla, and inquired the place from where she was, and her destination, to which the cheering answer was returned, by Charles Rhind, Esq. acting as Admiral, that she was "from Lake Erie, and bound for Sandy Hook."

Had the great Poet of Nature been present, he would have exclaimed with reason,

"Now let the kettle to the trumpets speak,
"The trumpets to the cannoneer without,
"The cannons to the heav'ns, the heav'ns to earth;
—— "Come, begin."

On being received on board of the Chancellor Livingston, we were introduced to the Governor, Lieutenant-Governor, the Canal Commissioners, and Committees and Deputations from different parts of the State, appointed to assist in the Celebration, and to whom we had the honor to present the following address :—

"Upon this auspicious occasion, when the great Lakes of North America, are, by means of our Canals, to be united with the ocean, and, in consequence of this, the State of New York is to become, more than ever, a connecting and important Member of the American Confederacy, we are deputed by the Corporation of the City of New York, in behalf of themselves and their constituents, to welcome you to their shores and waters—to reciporate your congratulations—and to request your acceptance of their most cheerful hospitalities.

"The accomplishment of this interesting object, to the commemoration of which we are indebted for your visit, will, in future ages, be ranked among the most splendid efforts of genius.

"How many months and years of profound study and application, on the part of some of our wisest citizens, were expended, before the mighty project was matured, and all the springs of action, necessary to bring it to perfection, were fully arranged and systematized, it is impossible now to calculate or determine.

"What new combinations, favorable to the growth and prosperity of this section of our empire, are to take their rise from this magnificent work, and shed their benign effects upon present and future generations, it is equally impossible to conjecture, and can only be ascertained by the lapse of time.

"But we may rest satisfied, that, as it is the product of the most comprehensive intellect, and of the most lofty patriotism,—as it is calculated to extend and multiply the advantages of external and international commerce, and the essential interests of agriculture and the mechanic arts,—and more especially as it is to render the chain of our Union stronger and brighter,—so will its projectors and friends receive the blessings of their cotemporaries, and of posterity, and their names be enrolled by the faithful pen of history, as public benefactors.

"We repeat to you our congratulations, Gentlemen, that we are permitted to join you in celebrating the union of our northern and western frontiers, with our Atlantic sea-board, and

we invoke the Great Father of the Waters, and of the Land, and who is the Maker and Lord of all things, to smile upon our undertaking, and upon all the concerns of our beloved country."

To which the following reply was made, by Governor Clinton :—

"The congratulatory address of the Corporation of the City of New York, on the completion of the Erie and Champlain Canals, has been received, by the several Bodies to which it has been presented, with the most profound respect, and with the most cordial reciprocation.

"In offering to you our felicitations on an occasion so honorable to the intelligence and patriotism of this State, we can add but little to the forcible views which you have taken of this consummation. In its auspicious influence on the interests of agriculture, manufactures, and commerce—on the duration of the Union of the States—on the holy cause of Republican Government—on the elemental principles of social prosperity, it is a measure of the first importance, and will be felt and recognized as such by all future times.

"The gratifications naturally associated with the celebration of this event, are greatly enhanced by its intimate connexion with the prosperity of the City of New York.

"Standing near the confines of the ocean, and now connected, by navigable communications, with the great Lakes of the north and west, there will be no limits to your lucrative extensions of trade and commerce. The valley of the Mississippi will soon pour its treasures into this great emporium, through the channels now formed and forming; and, wherever wealth is to be acquired, or enterprise can be attempted, the power and capacity of your City will be felt, and its propitious influence on human happiness, will be acknowledged.

"The munificence which has distinguished the City of New York, in liberal appropriations for education, charity, and public accommodation, evinces the wisdom, public spirit, and energy of its constituted authorities; and reflects honor upon our country, of which it forms a most important portion; and every measure which tends to enlarge the sphere of your useful operations, and to increase your means of dispensing good, will, we trust, always be hailed as of primary importance by the good people of this State.

"We entreat you to accept our best acknowledgments for your kindness, and for your arrangements, on an occasion so worthy of the hospitality and munificence of this great and opulent City; and we most humbly implore the choicest visitations of the blessings of Heaven, on you and your constituents."

The several boats then proceeded to their stations, to give to the Corporation and their guests an opportunity of embarking on this joyful visit to the ocean, and of celebrating the opening of a communication between our inland seas with the Atlantic, which it is hoped will endure, while the waves of either shall continue to roll.

While passing down the river, for the purpose just mentioned, our newly arrived friends were greeted with the peal of bells, martial music, and the roar of cannon, in our City, and in different parts of the barbor,—and their reverberations from the rocky shores, and romantic cliffs of New Jersey, added, if possible, new glories to those that were opening, on one of the finest days in autumn. Earth, air, sea, and skies, seemed to unite in the invitation to rejoice;—the face of nature was illuminated with a smile from Heaven;—the scene was magnificent and imposing, and altogether beyond description; and, surrounded as we were, with glowing hearts and animated countenances, we could not but give way to the feelings of admiration and gratitude, with which all were enraptured.

At nine o'clock the Corporation, with their numerous guests, repaired to the steam-boats Washington, Fulton, and Providence, at White-hall Slip, where were also stationed the barges Lady Clinton and Lady Van Rensselaer, which had been engaged, by order of the Corporation, for the invited ladies. And shortly after the above hour (the embarkation of the joyous throng being completed, and being joined by the boats from the north and west) the whole proceeded round the Battery, and up the East river, to the Navy Yard, where salutes were fired. On returning they were joined by several other boats and bands of music, and the wharves of the City, and the shores and heights of Brooklyn, were crowded with spectators, all pressing forward, and eager to participate in the festivities, bustle, and hilarity of the day.

When the fleet arrived between the Battery and Castle Williams, they were joined by the Marine and Nautical Societies, in the ship Hamlet, which had been fitted up by them, with flags and standards, in a style of splendor that could not be surpassed. The whole were here arranged and manœuvred by signals, preparatory to the display that was to follow, in the procession to the

sea, and the spectacle became beautiful and interesting beyond anticipation. The Battery—the neighbouring shores—the ships and vessels in the harbour, and shoals of small craft, sporting about on the calm surface of the Bay, teemed and swarmed with men, women, and children, of every rank and condition, who testified their high gratification, by all the expressions, and by every method in their power. This elegant, and almost magical prospect, has already out-lived the power of adequate description, but will long be retained in the recollection of those who witnessed it, as an object of the most pleasing wonder, and of the most delightful association.

All arrangements being made with promptitude and regularity, the grand Aquatic Procession commenced, and proceeded down the Bay, like some air-drawn vision, of matchless grace and proportions, occupying the utmost stretch of the eye, and absorbing every faculty and power of comprehension, amid loud, repeated, and enthusiastic cheers, from every quarter.

We are, with great respect,

Your obedient Servants,

S. COWDREY,
JOHN AGNEW,
JOHN WEBB,
JOSIAH HEDDEN.

REPORT

OF

ALDERMAN REED, AND ASSISTANTS ST. JOHN, DUNSCOMB, RATHBONE, AND BURTSELL.

THE Select Committee of the Corporation, specially appointed to attend the ladies who were the invited guests of the Corporation, in the late Canal Celebration,

RESPECTFULLY REPORT,

That every due precaution was made by the Committee, to render the passage of the ladies, to the ocean, safe and agreeable. The barge Lady Clinton was securely attached to the steam-boat Commerce, so as to prevent any possible accident. The barge was elegantly decorated with flowers, evergreens, and other ornaments. A superb band of music was provided, which played, at intervals, national airs, and the finest pieces. A splendid collation, with every delicacy, was prepared, in the greatest profusion.

A little before eight o'clock, A. M. on the morning of the fourth of November, the Committee repaired on board the barge Lady Clinton, and the steam-boat Commerce, lying at Pier, No. 1, east side of the Battery. Before nine o'clock, A. M. the barge and Commerce were filled with the most respectable ladies of the City to overflowing. Amongst them were Mrs.

Governor Clinton, Mrs Cadwallader D. Colden, Mrs. Dale (late Mrs. Fulton), and the wives and daughters of the Members of the Common Council, together with many ladies of distinction, from our sister States.

Upon a signal being given the whole flotilla were in motion; the barge and Commerce, placed in the most distinguished situation in the line, proceeded up the East River, to the Navy Yard, where a national salute was fired, and the officers of the United States Navy united in the Celebration. The flotilla then returned and passed the Battery, and slowly and majestically proceeded to the ocean; the barge Lady Clinton, receiving from the whole Aquatic Procession, and every ship and vessel which she passed, the most marked attention, as a token of the profound respect which is due to the matrons and daughters of the Republic.

Upon reaching a certain point in the ocean, the whole flotilla were grouped together in a circular form, and his Excellency, Governor Clinton, poured the waters of Lake Erie into the sea, and Doctor Mitchill the waters from different parts of the world. The flotilla were then thrown into squadron and line, and proceeded on its return toward the City.

The sound of the bugle then announced to the ladies that dinner was ready. They repaired to the Cabin, where a sumptuous repast was prepared by Captain Seymour, in his best style. The Committee, assisted by several gentlemen, who had attended the ladies on board, did all in their power to render every thing acceptable to their distinguished guests.

In passing the British vessels, the same marked respect was shewn by their officers and crews; our most favourite national airs were played by their bands of music, and the polite civilities shewn by them, were duly acknowledged and returned by the whole flotilla.

Upon reaching the Battery, the ladies formed a procession, Mrs. Clinton and Mrs. Colden at their head; the band of music preceded them, and the Committee conducted the ladies from the Battery to the Bowling Green, where they were handed to their carriages, and proceeded to their respective homes.

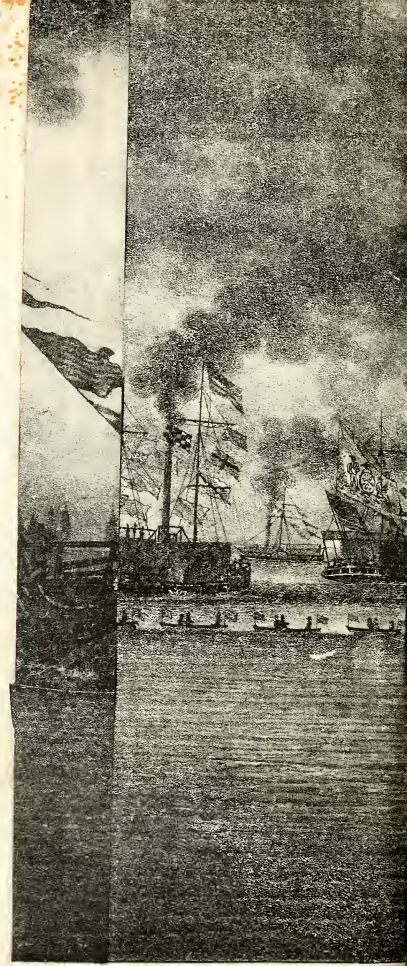
It affords the Committee the utmost satisfaction to add, that not a single accident occurred to mar the pleasure of the day.

Too much praise cannot be given to Captain Seymour for his gentlemanly deportment,—his constant efforts to render every thing agreeable to the ladies,—the splendid decorations with which the barge was ornamented,—and the richness and delicacy of the repast.

Respectfully submitted,

MATTHEW REED,
SAML. ST. JOHN,
DANL. E. DUNSCOMB,
WM. P. RATHBONE,
WM. BURTSELL.

November, 1825.



New York 1826

EXPLANATION OF THE VIEW.

The Order of arrangement was, that the Revenue Cutter, the Ship Hamlet, the Pilot-boats, and City Fleet of Steam-boats, should assemble between Castle Garden and Governor's Island, and after the escorting Fleet from Albany had returned from the Navy Yard, the whole were to unite. The View is taken at this moment. On the right, the ship Hamlet is taking her station; the Flag-ship followed by the escorting Fleet, with the Canal-boats are forming the Line;—the Revenue Cutter, finishing the salute, is about to take her station, towed by the steam boat Nautilus;—the Pilot boats preparing to get under way;—the steam boat Washington bearing the City Flag, and having the Corporation on board, is followed by the Fulton with Guests of the Corporation;—astern of her is the Commerce with the Safety-barge Lady Clinton, having on board the Ladies invited by the Corporation; the Barges belonging to the Whitehall Watermen, are taking their place in the Line, and the steam-boat James Kent is bearing down from the North River to join the City Fleet, which is lying too in various directions until the Line shall be formed. In the foreground are the guns used by the Whitehall Watermen.

The Fleet was composed of the following Vessels:—

United States Schooner, Porpoise,	1
United States Revenue Cutter, Alert,	1
Ship Hamlet,	1
Pilot-boats,	4
Steam-boats,	29
Canal-boats,	3
Barges,	7
Total,	46

Tolmy's Lithography New York 1840

GRAND CANAL CELEBRATION.

VIEW OF THE FLEET PREPARING TO

CELEBRATION.

PREPARING TO FORM IN LINE.

REPORT

OF

CHARLES RHIND, ESQ.

The Subscriber, in compliance with the request of the Honorable R. Riker Chairman of the Committee of Arrangements for celebrating the Union of the waters of the Lakes with the Ocean;

Respectfully Reports,

That, having been appointed by the Honorable the Corporation, to superintend the Grand Naval Fete, to be given in commemoration of the completion of the Erie Canal, and to command the Fleet which was to convoy the first Canal-boats from Lake Erie; from their entrance into the tide waters of the Hudson to the Atlantic Ocean, and back to the City: being aware of the difficulties attending the important charge, I waited upon the proprietors of the different Steam-boats, the Officers of the Marine and Nautical Societies, the Wardens of the Port, Harbour Masters, Pilots, and Bargemen, to consult respecting the manner in which this interesting ceremony should be creditably and properly performed. Finding that all these Gentlemen were animated by one feeling, a Meeting was held and Sub-Committees appointed, who waited on Commodore Chauncey at the Navy Yard, to ascertain how far the Officers of the Navy would assist on the occasion. That Gentleman evinced the greatest possible patriotism by assuring us that he would do every thing in his power to forward our views, and cheerfully acquiesced in the plan which had been proposed.

It was determined that Capt. Whetten, President of the Marine Society and myself (representing the Marine Department), should repair to Albany in order that we might board the first Canal-boat on her entrance into the tide-waters of the Hudson;—that the Steam-boats plying on the North River (which had been unanimously offered for the occasion) should form the escorting Fleet from Albany to New York;—that the Steam-boats belonging to the City should form a second fleet, to unite with the former on their reaching the City, and that the frigate Cyane would be dressed at the Navy Yard, where Commodore Chauncey and the Officers of the Navy were to come on board of the Flag-ship;—the Fleet then to proceed to the Battery, where the steam-boats Washington having on board the Honorable the Corporation, and the Fulton and the Lady Clinton with their Guests, together with the City Fleet of Steam-boats, should join us, at the same time the Barges belonging to the Whitehall Watermen, were to take their station;—that then we should be met by a Ship, prepared by the Marine and Nautical Societies, which was to lead us on the way to the Ocean;—that the Revenue Cutter after firing a salute, should precede the Line, and immediately thereafter a squadron of Pilot-boats should approach, hail us, and offer a Pilot to conduct the Fleet to the Ocean, where the United States Schooner Porpoise was to be anchored the preceding night, and be the "Deputation from Neptune" to greet us on our arrival in his Dominions.

THE COMMITTEES WERE

Messrs. Robert L. Livingston and John Townsend, in behalf of the North River Steam-boat Company.

Messrs. Caleb Horton and Richard S. Williams, for the Fulton Steam-boat Company.

Messrs. N. C. Griffith, Anthony N. Hoffman, Michael Van Beuren, Wm. Roe, and Thomas Brooks, on the part of the Hudson River Company.

Mr. S. H. Herrick, for the Troy Steam-boat Company.

Mr. Wm. C. Redfield, for the Steam Navigation Company.

Captains John Whetten, James Lovett, and Wm. M'Intire, of the Marine Society.

Captains M. R. Burke, T. B. Vermilye, S. Candler, S. C. Reid, and C. Stubbs, of the Nautical Society.

Captains George Coffin and Obed. Smith, on the part of the Wardens of the Port.

Captain John Minugh, on the part of the Harbour Masters.

Captains David Mitchell and Israel Navarro, on the part of the Pilots.

Messrs. Charles Magnes and Alfred Commeyer, on the part of the Whitehall Watermen.

The necessary arrangements being completed, and signals and instructions prepared for every vessel belonging to the Fleet, Captain Whetten and myself repaired to Albany, and arrived there on the second instant in time to board the first Canal-boat from Lake Erie, "The Seneca Chief," immediately before her entrance into the tide-waters of the Hudson.

On the morning of the third instant, the fleet of Steam-boats, which by making extra trips, had assembled on this occasion, and which were superbly dressed with flags of every description, (the Chancellor Livingston having been selected as the Flag-ship and to receive the Guests of the Corporation,) dropped out from the wharves, and prepared to form in Line. At this moment the steam-boat Chief Justice Marshall arrived from Troy, having in tow the Canal-boat "Niagara of Black Rock," which had entered the Hudson at that place, and now came to join the Fleet.

The Canal-boats having been taken in tow, the Squadron formed in Line, and consisted of the following vessels :—

1. The Chancellor Livingston, Captain T. S. Lockwood, which bore the Flag of the State of New York, and towed the Canal-boat "Seneca Chief" of Buffalo. On board of the Chancellor, His Excellency Governor Clinton; Lieutenant-Governor Tallmadge; the Hon. S. Van Rensselaer, and the other Canal Commissioners and Engineers; the Officers of the State, and Committees from Albany and the West; and the different Committees from the City, were embarked.

2. The Constitution, Captain A. Bartholomew, having in tow the Canal-boat "Young Lion of the West" from Rochester.

3. The Chief Justice Marshall, Captain R. W. Sherman, with the Canal-boat "Niagara of Black Rock" in tow.

4. The Constellation, Captain R. G. Cruttenden.

5. The Swiftsure, Captain H. Stocking.

6. The Richmond, Captain W. L. Cochran.

7. The Olive Branch, Captain H. Moore, having in tow the barge Matilda.

8. The Saratoga, Captain James Benson, acting as tender to the Fleet.

These vessels were all splendidly adorned with flags and streamers, and amply supplied with bands of martial music.

The wharves and piers of Albany were crowded with spectators, and after being saluted by artillery, and cheered by the citizens, which was returned by the Fleet, the whole squadron got under way, and proceeded down the river. The day was remarkably fine, and the gay drapery of the different vessels flowing in the breeze as they glided through the Islands, or passed the different turns of the River, presented a grand and imposing spectacle. The shores were every where lined with spectators, and at all the landings artillery was stationed to fire salutes, which were cheerfully returned by the Fleet. At times, as the river permitted, they formed symetrically in squadron, at others, (and particularly in passing Towns or Landings,) they were in line.

On reaching Hudson, and discovering that the fine rising ground which there borders the River, was filled with spectators, I made signal for the Fleet to stop their engines, and drift down with the tide; Artillery was placed on the brow of Prospect Hill where salutes were fired, as well as from Athens on the opposite side of the river. After returning the salutes, the bands playing national airs and the sky rent with cheers, the Fleet proceeded on the Voyage. The scene here was decidely one of the most magnificent witnessed on the river.

At every landing ceremonies nearly similar were performed; the shore was every where lined with multitudes of spectators, and the whole mass of our population seemed to be animated by one feeling on this occasion. The Canal-boat "Young Lion of the West" had a small cannon on board, and aided the Steam-boats in returning the various salutes.

When we reached Hudson, the first Sea-port on our voyage down, I was forcibly struck with the circumstance of the "Young Lion" coming from a flourishing town far in the interior, (and the location of which all of us remember being in the bosom of the wilderness,) thus complying with nautical etiquette; it was an extraordinary proof of the enterprise which characterises our country, and further shews that our colonists carry with them, in their pioneering excursions, that polity of manners and knowledge of society, which so eminently distinguish the new settlements of this State.

In the afternoon, complimentary visits were exchanged between the different boats. Before we reached Staatsburgh it was dark, but on approaching the manor of James D. Livingston Esq. the patriotism of that gentleman was signally displayed by having his house splendidly illuminated, which, from the Fleet, had a most brilliant and beautiful effect.

Poughkeepsie and Newburgh were also illuminated, and the Fleet fired salutes, and sent up some large rockets. At most of the landings, and along the banks of the river, tar-barrels and bonfires were burning.

It was past midnight when we reached West Point, the night being uncommonly dark; the Officers of that Station, with their excellent band, were on the Wharf, and immediately on their coming on board, a national salute was fired from the heaviest Artillery, and some Rockets sent up; the compliment was returned by the Fleet, and again repeated from the shore. The scene, from the darkness of the night,—the effect of the rockets,—and the reverberating echo of the Artillery among the mountains, was one of the most sublime ever witnessed.

The Fleet then pursued its course, and came to anchor near the City, sometime before day-light.

The necessary arrangements being made, they got under way early on the morning of the fourth, and received a national salute of twenty four guns, from a detachment of Artillery placed at the North Battery. Shortly thereafter they were met by the elegant Steam-boat Washington, Captain Elihu S. Bunker, bearing the large Flag of the City; she approached the Flag-ship and hailed "From whence came ye?" to which the Commander of the Fleet replied, "An escort from Lake Erie." "Where bound?" "To the Atlantic—what vessel is that?" "The Yacht of the City of New York, having on board a Deputation from the Honourable the Corporation, to welcome you into our waters, congratulate you on this great event, and offer the hospitalities of the City." "We highly appreciate this mark of civility on the part of the City, and request the Deputation from the Honorable Corporation to come on board. I will send barges to convey them to the Flag-ship.

Aldermen Cowdrey, Webb, Agnew, and Hedden (accompanied by the Officers of the Governor's Guard,) being conveyed on board the Chancellor Livingston, were introduced to his Excellency Governor Clinton, Lieutenant-Governor Tallmadge, the Canal Commissioners, Engineers, and the Committees from Albany and the West. Alderman Cowdrey delivered a neat and very appropriate Address, to which Governor Clinton replied in his usual happy style.

This ceremony being ended, the Fleet passed the British Sloops of War Swallow, Thomas Baldock Esq. Commander, and Kingfisher, James Henderson Esq. Commander, having the

American Flag at the fore-top-gallant-masts, and being dressed for the occasion, they fired a salute which the Fleet returned, and then bore up for the East River. On passing the Revenue Cutter Alert, Captain Henry Cahoone, she fired a salute, and when we passed the Battery a national salute was fired by a detachment of Artillery placed there by General Benedict; and we received another salute from the Whitehall Watermen, who had placed four guns on Pier No. 1 East River.

On reaching the Navy Yard we found the United States Frigate Cyane beautifully dressed for the occasion; a national salute was fired, and Commodore Chauncey with the Officers of the Navy repaired on board the Flag-ship, in the barges belonging to the Navy Yard.

From thence the Fleet returned to the Battery, where they were joined by the Washington, having on board his Honor the Mayor and the Corporation with their Guests (amounting to eight hundred persons); the Fulton Captain Robert S. Bunker, the Providence Captain Charles Tomlinson with other Guests of the Corporation; and the Steam-boat Commerce Captain Seymour, having in tow the barge Lady Clinton, which Boat had been appropriated for the Ladies invited by the Corporation. She was superbly adorned with evergreens and flowers, and was crowded with the beauty and fashion of the City.

The Fulton, Captain R. S. Bunker, joined the Chancellor Livingston, so that Boats bearing the names of those distinguished Citizens of New York, who originally introduced Steam-boats, should have the honor of towing the first Canal-boat to the Ocean. Immediately thereafter the Watermen of Whitehall, in their pretty light boats, tastefully decorated, joined the Fleet, and took their stations in the following order:—

1. The Lady of the Lake, Messrs. Charles Magnes and John S. Magnes.
2. Despatch, Messrs. Cornelius and Alfred Commeyer.
3. Express, Messrs. Wm. Woods and Wm. Gibson.
4. Brandywine, Messrs. I. Henry and M. Fairchilds.
5. Sylph, Messrs. A. Hamilton and P. Fairchilds.
6. Active, Messrs. J. C. Cully and W. Faight.
7. Whitehall, jun. Messrs. J. Chadwick and J. Williams.

A little farther the ship Hamlet, commanded by Captain I. G. Collins, President of the Nautical Society, elegantly decorated with Flags, and having on board the Members of the Marine and Nautical Societies, hailed us, and after interchanging the usual nautical ceremonies, was invited to lead the Fleet to the Atlantic. At this moment the City fleet of steam-boats came up in admirable order, and took their station in the Line, as follows ;—

James Kent, Captain Thomas Wiswall.
Oliver Elsworth, Captain D. Havens.
Bolivar, Captain De Forest.
Swiftsure, Captain Stocking (with the barge Lady Van Rensselaer in tow.)
Nautilus, Captain Vanderbilt.
Long Branch, Captain Sutton.
Fanny, Captain Davidson.
Linnæus, Captain Peck.
Governor Wolcott, Captain Mills.
John Marshall, Captain Griffing.
George Washington, Captain Cole.
Ousatonic, Captain Vose.
United States, Captain Brooks.
Bristol, Captain Thomas.

The revenue cutter Alert, Captain Cahoone, then fired another salute, and was requested by the Commander of the Fleet, to precede it to the ocean. Shortly thereafter the pilot-boats Grand Canal, Ulysses, William Bayard, and Gratitude, handsomely dressed, approached the Fleet, and after the customary nautical enquiries, offered their services to conduct us to our destination : a pilot was sent on board, and the boats requested to take their stations, flanking the squadron.

The weather being nearly calm, it became necessary to tow the ship, cutter, and pilot-boats. On signal being made, steam boats repaired from the Fleet, and immediately brought the vessels which could only be propelled by canvas, into their proper stations. National salutes were fired from Governor's Island, by the Detachment of Artillery at the Battery ; and by the Watermen at Pier No. 1, East River. The Fleet then proceeded to the sea.

As it progressed, preserving the utmost regularity in the manœuvres, the scene was one which the pen cannot describe, and the pencil barely delineate. It is believed a more splendid spectacle was never beheld; it had more the appearance of a airy scene, than any in which mortals are engaged.

On passing Fort La Fayette, a national salute was fired, and returned by the Fleet. Aldermen King and Taylor, a Deputation from the Corporation, then came on board the Chancellor Livingston, to conduct his Excellency the Governor, Lieutenant-Governor, and all the Committees, on board of the Washington.

On reaching the Ocean, the United States schooner Porpoise, Lieutenant-Commandant Zantzinger, (which had been sent down the night before expressly for the purpose,) met us as a "Deputation from Neptune." She fired a salute, and immediately the whole Fleet formed a circle around her, of about three miles in circumference.

His Excellency, Governor Clinton, then proceeded to perform the ceremony of commingling the waters of Lake Erie with those of the Atlantic. On board of the Seneca Chief, two elegant kegs, beautifully painted in green with gilded hoops, were brought down, containing "Water of Lake Erie:" from one of those the Governor poured a portion of the water into the sea; and after delivering a short, but very pertinent Address, thus consummated the ceremony.

The Recorder and Committee of the Corporation, conducted to his Honor the Mayor, the Honorable C. D. Colden, who delivered to the Mayor a Memoir concerning the Erie Canal; and Doctor Mitchill, from a number of bottles, containing water from every part of the world, poured their contents into the sea, as emblematical of our commercial intercourse with all the nations of the earth; after which the learned Doctor delivered a long and interesting discourse.

At the moment the ceremony was performing, a large ship (the Canton, Captain Lewis,) hove in sight, and observing the beautiful Fleet, fired a salute, which had an admirable effect.

Immediately preceding the ceremony I addressed the Governor, and stated that I had a request to make, which I was certain would afford his Excellency great pleasure to comply with. I requested permission to preserve a portion of the water to be used on this great occasion, in

order to send it to our distinguished friend, and late illustrious visiter, Major-General La Fayette; and for that express purpose, Messrs. George Dummer and Co. had prepared some bottles of American manufacture, and that Mr. Duncan Phyfe was to make boxes, to contain them, out of a piece of wood, then on board of the Seneca Chief. His Excellency cheerfully granted the request, and thanked me cordially for having thought of the measure.

By arrangements made between Major-General Fleming, Grand Marshal conducting the Procession on shore, and the Commander of the Fleet, a constant communication was kept up, by means of the Telegraph under the charge of Captain John Greene, so that the proceedings of each were immediately conveyed to the other.

The Porpoise then fired another salute, and the ceremony being concluded, the Fleet (preceeded by the Porpoise, towed by two of the finest steam-boats,) circuitously and in beautiful order, fell into line and returned to the City; on passing Fort La Fayette it was again saluted. The day was uncommonly fine and warm, and every manœuvre was performed by the different vessels in most admirable order. As the Fleet passed Governor's Island, it again received a national salute.

On approaching the City, the British sloops of war fired another salute, when a signal was made from the Flag ship, for the Fleet to pass round the ships, and return the compliment. Abreast of the vessels, the Porpoise manned the yards and gave three cheers, and the excellent band from the Navy Yard (on board of the Flag-ship), struck up "God save the King;" and after passing round the sloops of war, the West Point band played the same air in fine style; the crews of the British ships manned their sides, and gave three hearty cheers, their band playing "Yankee Doodle" at the same time. This interchange of good feelings, on so great an occasion, gave infinite satisfaction to all concerned.

Captain Baldock of the Swallow, gave an elegant dejeuné, to a large party of ladies and gentlemen. The table was tastefully laid out, and a number of appropriate drawings displayed, representing Britannia, Columbia, the Eagle, the Lion, the English and American Sailor, Neptune, Liberty, and the Flags of both Nations beautifully arranged. In one of the designs were two Canal Basins with double Locks, one as coming through Welch mountains,—the other as coming through American mountains of granite; on their basements were inscribed "Clinton"—"Bridgewater" in honor of men, whose pursuits in each country, were so similar.

The Fleet then wore round, passed up the East River to Pier No. 1, (where the Watermen again fired a salute,) and landed the passengers in time to join the City Procession, which had reached the Battery. Not the smallest accident occurred during this interesting day, and it is believed every one landed fully satisfied with the excursion; and agreably surprised at the splendid display which they had witnessed.

The tonnage of the steam-boats alone, employed on this occasion, amounted to six thousand tons; and the number of passengers on board of the Fleet was estimated at seven thousand.

The Canal-boat Seneca Chief, had on board a cargo of pot ashes, from Detroit, Sandusky, Erie, and Buffalo; white fish, from Lake Erie; flour, and butter, from Michigan, Ohio, and Buffalo; and some bird's eye maple, and cedar wood, ordered by the Corporation, for the purpose of making boxes, for the medals to be struck on the occasion.

There was also brought with her an Indian canoe, made by the Aborogines inhabiting the shores of Lake Superior, which was presented by Mr. Thaddeus Joy of Buffalo, to the subscriber, who has deposited it in the City Hall, to be preserved as a memorial of the event.

The Young Lion of the West, was loaded with flour in half-barrels, butter, apples, &c. and had on board a quantity of cedar tubs and pails, of very elegant workmanship, manufactured in a peculiar manner, at a new establishment in Rochester, and some brooms of a superior quality; and had on deck a collection of wolves, foxes, racoons, and other living animals of the forest.

The Niagara's cargo consisted of furs, flour in half-barrels, butter, and apples.

The cabins of all these boats were elegantly fitted up, and afforded every possible accommodation to the passengers.

To reciprocate the attention of our friends in Buffalo, a superb keg, made by Mr. Alexander Wiley, having the arms of the City painted on it, and elegantly ornamented by Mr. Peter B. Lamont, was filled with "water of the Atlantic" and sent back in the Seneca Chief, to enable the citizens on the shores of Erie to complete the ceremonies, by mingling the waters of the briny deep, with those of the Lake. Messrs. Wiley and Lamont displayed their patriotism by declining to receive any compensation for their services: indeed the whole mass of our population seemed to be animated by one patriotic impulse on this memorable occasion.

This faint outline of the splendid scene, is respectfully submitted in compliance with your request, but I feel myself inadequate to the task of giving a correct description of what you then beheld. The drawing furnished by Mr. Archibald Robertson, (taken at the moment the Fleets were uniting,) and the Diagram which I annex, of the Fleet when passing the British Sloops of War, will serve in some measure, to elucidate the description.

The Commanders of the different steam-boats are entitled to the utmost praise, for the able manner in which the various evolutions were performed, and for the excellent discipline preserved on board; and I acknowledge myself under particular obligations to Captain Samuel Wiswall (who commanded the first steam-boat built by Messrs. Livingston and Fulton), for his assistance on board of the Flag-ship, to Mr. Richard Powell who acted as Signal Officer, and to Captain Elihu S. Bunker, who (assisted by Mr. Samuel Townsend,) took charge of the details of the City Fleet, whilst I repaired to Albany to receive the Canal-boats.

To Commodore Chauncey, Lieutenant-Commandant Zantzinger, the Officers of the Navy, and the Gentlemen composing the different Committees I feel much indebted for the efficient aid they were pleased to afford me.

I endeavoured to exercise my best abilities in rendering the scene creditable to the City, and worthy of the great and mementous occasion, which called forth our exertions; if I succeeded in doing it that justice, and in meriting the approbation of the Honorable the Corporation, my efforts will not have been in vain.

With great respect, I have the honor to be,

Your obedient Servant,

CHARLES RHIND.

New York, Nov. 10, 1825.

To

Commodore Chauncey, and the Officers of the Navy; Captain Henry Cahoone, of the Revenue cutter Alert; the Presidents and Committees of the Marine and Nautical Societies; the Wardens of the Port, and Harbour Masters, the Pilots and Bargemen of the City of New York; and the Commanders of the steam-boats which composed the Fleet, escorting the first Canal-boats from Lake Erie to the Ocean.

Gentlemen,

Permit me, thus publicly, to express my grateful acknowledgments for the very efficient aid you were pleased to afford me, in making the necessary arrangements for conducting the splendid Fleet, on Friday last, to the Ocean.

The promptness with which every arrangement was executed, and the extreme regularity in which every manœuvre was performed, evinced a degree of discipline only surpassed by the patriotic feelings you displayed on the occasion.

With great respect,

I am,

Gentlemen,

Your obedient Servant,

CHARLES RHIND.

New York, Nov. 7, 1825.

MARINE SOCIETY

OF

THE CITY OF NEW YORK,

(IN THE STATE OF NEW YORK.)

This truly benevolent and highly respectable Society is one of the oldest in the United States, and its benefits have been largely enjoyed by the widows and orphans of the deceased mariner. It was incorporated as early as the year, seventeen hundred and seventy, and its objects will more fully appear by the following Preamble, in the original Charter:—

"Whereas our loving subjects, Leonard Lispenard, and James Jauncey, of our City of New York, Esquires; Jacob Le Roy, William Walton, John Harris Cruger, Samuel Verplanck, Lawrence Kortwright, and Theophilact Bache, of our City, Gentlemen; Linus King, Thomas Randall, Daniel Stiles, Augustine Lawrence, Anthony Rutgers, Robert Dale, and Robert Benson, of our said City, Mariners; in and by their humble Petition, presented to our trusty and well-beloved Cadwallader Colden, Esq. our Lieutenant-Governor and Commander-in-Chief of our Province of New York, and the territories depending thereon, in America, on the seventh day of March, in this the tenth year of our reign, and read the same day in our Council for our said Province, having set forth in substance: That the Petitioners, agreeable to the example of several places on the continent of North America, had, with at least fifty other persons, most of them either principal inhabitants of our said City of New York, or masters of vessels sailing out of our port of New York, formed themselves into a Marine Society, for the purpose of improving maritime knowledge, and for relieving indigent and distressed (and the wives and orphan children of deceased) masters of vessels: That such a Society, from the nature and design thereof, must be particularly advantageous to our said City: That several sums of money, to the amount of *two hundred pounds*, had already been subscribed to the said Society,

New York No.

These are to Certify that was by a Majority of Votes regularly admitted a Member of the New York Marine Society at a Meeting held the day of

I. D.

Given under my Hand and the Seal of the Society this day of Annoque Domini,

Secr.

President.

I. I. Winn Inv. et Delin.

Morrison & Sculp. Moorfields London.

MARINE SOCIETY

OF

THE CITY OF NEW YORK,

(*IN THE STATE OF NEW YORK.*)

This truly benevolent and highly respectable Society is one of the oldest in the United States, and its benefits have been largely enjoyed by the widows and orphans of the deceased mariner. It was incorporated as early as the year, seventeen hundred and seventy, and its objects will more fully appear by the following Preamble, in the original Charter:—

"Whereas our loving subjects, Leonard Lispenard, and James Jauncey, of our City of New York, Esquires; Jacob Le Roy, William Walton, John Harris Cruger, Samuel Verplanck, Lawrence Kortwright, and Theophilact Bache, of our City, Gentlemen; Linus King, Thomas Randall, Daniel Stiles, Augustine Lawrence, Anthony Rutgers, Robert Dale, and Robert Benson, of our said City, Mariners; in and by their humble Petition, presented to our trusty and well-beloved Cadwallader Colden, Esq. our Lieutenant-Governor and Commander-in-Chief of our Province of New York, and the territories depending thereon, in America, on the seventh day of March, in this the tenth year of our reign, and read the same day in our Council for our said Province, having set forth in substance: That the Petitioners, agreeable to the example of several places on the continent of North America, had; with at least fifty other persons, most of them either principal inhabitants of our said City of New York, or masters of vessels sailing out of our port of New York, formed themselves into a Marine Society, for the purpose of improving maritime knowledge, and for relieving indigent and distressed (and the wives and orphan children of deceased) masters of vessels: That such a Society, from the nature and design thereof, must be particularly advantageous to our said City: That several sums of money, to the amount of *two hundred pounds*, had already been subscribed to the said Society,

and from the expediency thereof, the Petitioners not only expected more and very considerable donations, but also an increase in number of members: And that the Petitioners humbly conceived, that the useful and benevolent purposes for which they had associated themselves, might be more effectually answered if they were incorporated, and did therefore, in and by their said Petition, most humbly pray for letters patent for incorporating them."

The Charter was granted at New York, on the twelfth day of April, seventeen hundred and seventy, signed by Cadwallader Colden, Lieutenant-Governor and Commander-in-Chief of the Province.

The Gentlemen first named as Officers were—

LEONARD LISPENARD, President.
JOHN LEAKE, Vice-President. LINUS KING, Treasurer.
ROBERT BENSON, Secretary.

From the first Institution of the Society until the year seventeen hundred and eighty-six, it was by no means prosperous, but since that period it has continued to flourish in a high degree. Twenty-one hundred and eight Members and Honorary Members have been enrolled on its books, and the money collected for admission and yearly dues has amounted to one hundred and thirty thousand four hundred dollars, which has been disposed of in donations, expences, and the permanent fund, which is now considerable.

The annual amount distributed by the Society is twenty-four hundred dollars, and the average number of widows seventy-four annually, besides orphans. The whole donations of the Society, since its commencement, amount to eighty-eight thousand one hundred.

The Officers for the present year are—

JOHN WHETTEN, President.
WM. WHITELOCK, First Vice-President. J. LOVETT, Second-Vice-President.
OBED. SMITH, Treasurer. CHRIS. PRINCE, Secretary.
THOS. FESSENDEN, Counsellor. JOHN EARLE, Collector.

NEW YORK NAUTICAL INSTITUTION.

The Marine Society was established chiefly with a view to provide a fund for charitable purposes, but to mariners, the want of an Institution, whose views should be more particularly directed to the promotion of nautical science, had long been felt; it was not, however, until the year eighteen hundred and twenty, that, by the active exertions of Captain Wm. Hamilton, and others, the present Institution was founded. It has not only surpassed the warmest anticipations of its early friends, but affords an example which ought to be imitated in every sea-port.

The object of this Institution is to excite and promote useful improvements in every branch of nautical science, and, by creating a fund to be enabled to give efficiency to such discoveries and improvements as may appear worthy of countenance, whilst an association of men, skilled in the higher branches of science, it was thought, would not only give currency to the subjects of their research or examination. but create a stimulus in others whose acquirements were less distinguished, in order to enable them to gain admittance into the Society.

The records of the Institution will prove the benefits which have already resulted from the efforts of its members, and they afford a flattering promise of what may hereafter be expected from it.

At the commencement of the Institution sixteen of the most respectable Shipmasters of the Port formed the number which composed the Society; at the present period the Books shew the names of one hundred and ninety Members and fifty Honorary Members,—the greater portion of the former are men commanding vessels, employed in Commerce, to every part of the Globe, many of them are distinguished for Mathematical and Scientific acquirements, and all are animated by an earnest desire to promote every branch connected in the remotest degree with the Science of Navigation. The acquirements necessary to gain admittance as a Member of the Institution have produced an emulation among the Commanders of our Merchant Vessels generally, and the circumstance of being an Associate, has no inconsiderable influence now, (and

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hereafter it will no doubt have more) in giving additional weight to the character of those who are Members.

Combined with the encouragement of scientific research, it is intended to appropriate a part of the Funds to deeds of Charity,—a virtue which has ever characterised the Sons of the Ocean.

The Design of the Plate which composes this Certificate is allegorical of the objects of the Society.

OFFICERS OF THE NEW YORK NAUTICAL INSTITUTION FOR 1825.

Israel G. Collins, President.

Alex. Thompson, First Vice-President. Geo. Bunker, Second Vice-President.

Freeman Allen, Treasurer. Eliab Fisher, Secretary.

Joseph D. Fay, Esq. Counsellor.

OFFICERS FOR 1826.

Thomas B. Vermilye, President.

Wm. Hamilton, First Vice-President. Saml. Candler, Second Vice-President.

Freeman Allen, Treasurer. David S. Ogden, Secretary.

Silvanus Miller, Esq. Counsellor.

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THE

PILOT'S CHARITABLE SOCIETY,

FOR

THE RELIEF OF DISTRESSED AND DECAYED MEMBERS.

This Society was incorporated in the Year eighteen hundred and seventeen, and the benevolence and charity, which mark the principles on which it is founded, evince that its Members are keenly alive to deeds of beneficence and humanity. The following Extracts from the By-Laws will shew the liberality which so eminently distinguishes this Charity.

"All Members, who by age or sickness or any other cause (except drunkenness or misconduct,) are prevented from following the piloting business shall be entitled to the annual sum of $150 payable quarterly.

"Also, all his Children under fourteen years of age shall be entitled to $52 per annum, likewise payable quarterly, and in case the Father be rendered incapable by drunkenness or misconduct, his Children shall receive the yearly allowance notwithstanding.

"When a Member dies $50 shall be paid for funeral expences; the Widow shall be entitled to $80 per annum, payable quarterly; all his Children under fourteen years of age shall be entitled to $50 per annum.

The Present Officers of the Society are—

John Minugh, President.

Israel Navarro, Vice-President. David Mitchell, Treasurer.

Trustees.

George Kelso, Samuel C Hicks,

John Henderson, John White,

James Malcom.

Peter Sawyer, Secretary.

These Certify

that _____ was legally admitted a member of the

PILOTS' CHARITABLE SOCIETY,

At a meeting thereof held at New York the _____ day of _____ in the year of our Lord one thousand eight hundred and _____

Given under our hands, and Seal of the Society, this _____ day of _____ 18

D. Ostrand _____ Secy. _____ Pres.t _____ Pres.t

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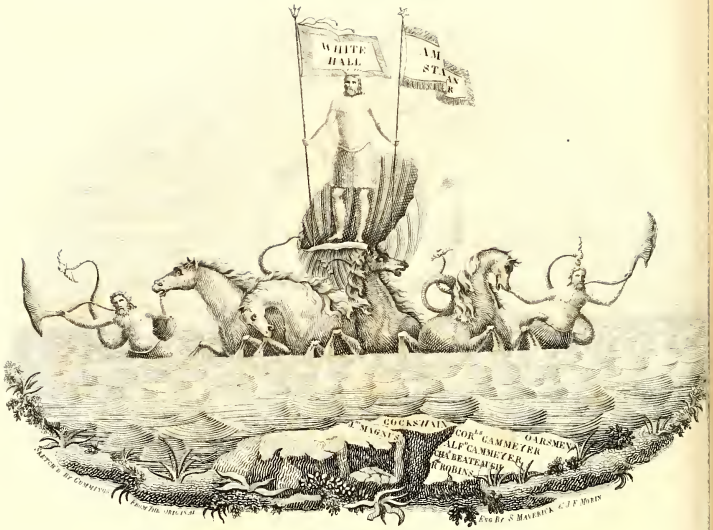
WHITE HALL
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COCKSWAIN
GOR
GAMMEGER
GARSMEN
ALF GAMMEGER
CHARBEATY GEMEGER
C ROBINS
Engd by S MAVERICK

THE

NEW YORK WATERMAN'S SOCIETY

Was founded in the year eighteen hundred and twenty-five for benevolent purposes, voluntary assistance, and useful improvements.

"1st. Our voluntary aid is to be given in case of an invasion in transporting troops, munitions of war, &c. to any post or place in the vicinity of this City, for the benefit of the Government. Also in aiding vessels in distress with sails, rigging, cables, anchors, &c. assisting vessels that may be on shore; extinguishing of fires on board ships or vessels lying in the stream or along side of piers: the compensation for any of the above services always to be left to the Wardens of the Port. Giving information for the prevention of smuggling or any illicit trade.

"2nd. Our useful improvements are intended for the benefit of any Members who by their ingenuity may bring forward any very superior rowing or sailing boats, or may improve in the mode of making oars, &c.; and who shall for any such improvements be compensated from the funds of this Society in a sum not exceeding one hundred dollars nor less than fifty dollars.

"3rd. No one shall become a Member of this Society unless he be a citizen of the United States."

The following are Officers for the ensuing two years, viz.:—

Charles Magnus, First Waterman. Albert Cammyer, Second Waterman.
Corns. Cammyer, Third Waterman Wm. Woods, Fourth Waterman.
John M'Pherson, Secretary.

WHITE-HALL, VICTORIOUS MAY 20th, 1825.

REPORT

OF

GENERAL FLEMING.

To the Honorable Richard Riker, Chairman of the Committee of Arrangements for celebrating the union of the waters of the Lakes with the Ocean.

Sir,

In compliance with your invitation to prepare a detailed account of the Procession on the Fourth of November last, I have the honor to submit the following statement; it is compiled from Reports that were furnished by the several associations that participated in the Celebration, and may be relied upon as accurate. I have generally retained the language of the Reports in the description of the various Cars, Stages, Models, Banners, and Decorations, that were used on the occasion.

Having accepted the appointment of Marshal of the day I considered it my first duty to ascertain the probable number of persons that would join in the Procession, also the dimensions of the different Stages, Cars, and Models that were in preparation, and then proceeded, in connexion with the Gentlemen whom I had invited to assist me as Aids, to assign to the Societies and Bodies that had signified their intention of uniting in the Celebration, their stations in the Procession, prescribing the district, designated by the cross-streets, in which they would respectively form. A paper specifying these several stations and districts was lodged in the the Recorder's Office, in the City Hall, for the inspection and government of the Officers of

the different Societies. The result of this arrangement was that the several Associations proceeded from their respective places of rendezvous, by the nearest cross-street, to their assigned stations, with great regularity, and the confusion that was apprehended as the almost inevitable consequence of so many and numerous bodies moving from different parts of the City to nearly the same point was entirely obviated. These preliminary dispositions having been effected, the following General Order was published.

CANAL CELEBRATION.

ORDER FOR THE PROCESSION.

New York, November 3, 1825.

"To-morrow being the day designated for the Celebration by this City, of the completing the Erie Canal, the Marshal of the day publishes the following Regulations for the Procession:—

"The Procession will be arranged on the West side of Greenwich Street, the right on Marketfield Street, North-Easterly side of Canal Street and Westerly side of Broadway, above Canal Street.

"The Societies will form six in front, the interval between the ranks six feet; it is expected that they will assemble by nine o'clock, A. M. in order that they may be marched, to their respective stations by half-past nine, as it is desirable, that the Procession should be ready by ten. A signal gun will announce when the arrangement of the Procession is completed; three guns in quick succession is the signal for the Procession to move.

"To afford to each Society an opportunity of seeing the whole Procession, the column will march to, and wheel on the Battery, returning by the East side of Greenwich Street to Canal Street, up Canal Street and Broadway to Broome Street, along Broome Street, the Bowery and Chatham Street to Pearl Street, down Pearl Street to the Battery, and along the Battery and Broadway to the Park. At the Battery the Honorable the Corporation and their Guests, on their return from the Ocean, will join the Procession.

"The Procession will disperse at the Park; the several Societies as they arrive at that point will be marched off by Broadway and Chatham Street, under the direction of their proper officers.

"The stations of the several Societies may be ascertained on application being made at the Recorder's Office, City Hall, between the hours of ten and two, this day.

"Those Societies which shall not be in station at ten, A. M. on the day of the Celebration, will be marched to the rear of the column.

"Chiefs of Societies are requested to report, in writing, to the Marshal of the day, the places at which their respective Societies assemble.

The following gentlemen are appointed by the Marshal of the day to aid him in the execution of his duties:—Messrs. Charles King, James J. Jones, Simon Van Winkle, and Nicholas Low, Jun.

AUGUSTUS FLEMING, Marshal of the Day

In pursuance of this order the Societies, Trades, and Professions, in the order in which they are enumerated, appeared at their respective positions by thirty minutes after nine, A. M.

The ground on which the Procession was ordered to assemble had been previously divided into four districts, designated by the cross streets; each district was placed under the superintendence of one of the aids, who had instructions to regulate the different Societies and Bodies that formed therein, and these several Societies constituted his division. Major Low had in charge the district between the Battery and Liberty Street, comprehending the First Division; Mr. Van Winkle the district between Liberty Street and Chambers Street, comprehending the Second Division; Colonel King the district between Chambers Street and Beach Street, comprehending the Third Division; and Colonel Jones the district extending from Beach Street along Greenwich and Canal Streets to Broadway, comprehending the Fourth Division.

By twenty-five minutes past ten o'clock, A. M. the aids had reported that their divisions were formed; directions were then given to close in column. At forty-five minutes past ten o'clock the signal gun announced that the Procession was ready to move. The right, or leading division was now on Marketfield Street, the whole (excepting the Butchers, who were on horseback, and formed four in front,) were in the prescribed order, extending along Greenwich and Canal Streets to Chapel Street, where the rear rested, a distance exceeding one mile and a half.

At fifty minutes past ten o'clock the second signal was fired, and the Procession moved in the following order:—

TRUMPETERS, (Mounted.)

AUGUSTUS FLEMING, Marshal of the day.

Aids.

CHARLES KING, SIMON VAN WINKLE.

JAMES J. JONES, NICHOLAS LOW, JUN.

All mounted, being uniformly dressed, wearing white satin collar and rosette, and carrying a short white baton, tipped with gold.

BAND OF MUSICIANS.

This excellent band consisted of first rate artists; it was furnished by the Honorable the Corporation, and placed under the direction of the Marshal of the day. During the Procession they played two beautiful marches that were composed expressly for the occasion.

FIRST DIVISION.

No 1.

NEW YORK HORTICULTURAL SOCIETY.

MICHAEL FLOY, Marshal.

BANNER of blue silk, borne by William Curr, supported by Alexander Smith and William Wilson: a fine display of the principal causes and effects of vegetation exhibited. In the upper part the Sun represented diffusing his cheering rays over the verdant landscape below, where rocks, cascades, fruits, trees, &c. displayed a lively representation of some of the most interesting scenes with which the memorable events of the day were intimately connected. (This Banner was painted by Mr. Thomas Grenell, of this City.

Sixty-five Members of this Society were marshalled by Michael Floy; they were uniformly dressed in blue coats and pantaloons and white vest, wearing, as the ancient badge of their active employment blue aprons, and having elegant bunches of flowers on the left breast of their coats. The standard-bearer and supporters wore, in addition, garlands of flowers round their hats.

Committee.

William Wilson, Thomas Hogg,

Michael Floy.

Delegates to confer with the Corporation.

Doctor Hosack, Judge Van Ness.

No. 2.

TAILORS.—JOURNEYMEN TAILORS' SOCIETY.

A Band of Music.

Isaac Hoogkerk, Marshal of the Society, (Mounted.)

A Small Banner, bearing the inscription "The Journeymen Tailors' Society." The President and Secretary of the Society followed, wearing sashes to designate them.

A Large Flag; Adam and Eve represented standing in the garden under the tree—the Inscription "United we are." Next in the Procession was a Banner three feet square; a Native represented in the act of shearing a sheep—Inscription "The lamb for thy clothing;" farther towards the rear another Banner of like size, on which is represented a Native receiving a cloak —the Inscription "Naked was I and ye clothed me."

One hundred and eighty Members of this Society appeared in the prescribed order, each wearing a collar of white satin with a green rosette attached to the bottom, and an impression of the badge of the Society on the left breast.

John H. Fargie, President.

James D. Wilson, Secretary.

Delegates to confer with the Corporation.

Lansing L. Blake, John H. Fargie.

No. 3.

INSPECTORS OF POT AND PEARL ASHES.

No Report.

Delegates to confer with the Corporation.

John H. Remsen, William Dumont.

No. 4.

BAKERS.—BAKERS' BENEFIT SOCIETY.

Marshals.

Charles Mills, Peter Brown.

Standard—The Bakers' Arms ; on a shield three sheaves of wheat, an arm between two anchors, issuing from the clouds, holding a balance between two of the sheaves and over the third. Crest—two arms, issuing out of clouds, holding in their hands a chaplet of wheat. Supporters—two stags, each gorged with a chaplet of wheat. Motto—"Praise God for all." The original of the Standard was presented by Edward II. A. D. 1307, to the Incorporated Company of Bakers, in London.

One hundred and twenty-five Members of this Society appeared, with a band of music ; they were uniformly dressed in blue coats, white pantaloons, white hats, and wore the badge of their association.

Basil Dykes, President.

Walter Hill, Vice-President.

Standard-Bearers.

John Wilson, Robert M'Gee.

John Debaun, Treasurer.

James Chamberlain, Secretary.

Delegates to confer with the Corporation.

John Sinclair, Barnard Savage.

GRAND CANAL CELEBRATION

THE BAKERS BENEFIT SOCIETY

New York 9th February 1822

No 5.

COOPERS.—JOURNEYMEN COOPERS' SOCIETY.

James Seguine, Marshal.

Banner, seven feet by eight, borne in front of the Society by J. Willet; Commerce, Industry, and Trade represented, encircled by a white oak branch. Motto, "Love as Brethren."

A Stage, on which the implements of the trade were tastefully arranged, drawn by three horses; on the stage were two men and a boy at work, who completed a sixty and a forty gallon cask during the Procession. Above them was displayed the identical banner that was used by the Coopers in the Federal Procession in Seventeen hundred and eighty-eight; this banner is six by seven feet—on the upper part the Union is represented; in the middle the Arms of the State of New York; below, the Cooper's Arms. Motto—"Love as Brethren."

One hundred and four Members of the Society followed in order. The rear was closed by Mr. Thomas Shorland, bearing a banner three feet by four on which was inscribed "N. Y. Journeyman Cooper's Society."

Delegates to confer with the Corporation.

James Seguine, David W. Akins.

No 6.

BUTCHERS.—BUTCHERS' BENEVOLENT SOCIETY.

All on horseback, formed four in front.

Thomas Gibbons, Marshal.

Assistants.

Lawrence Wiseburn, John Trigler,

John Perrin, Daniel Spader.

Two Trumpeters, (Mounted.)

A Car, handsomely decorated with laurel drawn by four horses; on the car a farmer represented with his stock, consisting of a live calf and several sheep; in front of the car two boys, in appropriate dresses, supported a banner, exhibiting on one side the emblems of the profession—a knife and steel crossed; above, the poll-axe; below, on one side the saw, on the other the chopper, in the centre an ox and sheep. Inscription—"We preserve by destroying." On the reverse a pastoral scene, flocks and herds grazing, the plough, harrow, and other implements of husbandry, grain, &c. &c. Inscription—"Agriculture our Nation's wealth."

Twenty boys followed the Car; they were dressed in white frocks, and carried in their hands the different implements of the trade. A white Standard, inscribed "The Butcher's Benevolent Society," followed by Fifty of the profession, in white aprons and check sleeves, mounted on grey horses. One hundred in similar dress, on bay horses, followed these. Next a Large Car, drawn by six horses; on a platform in the centre was erected a stall at which a handsome white ox was feeding; the ends of the platform were enclosed by white palisades and sodded, intended to represent a field and shrubbery, sheep feeding, &c. Another palisaded platform surmounted the stage, in which was placed the full form of an ox, handsomely prepared for the occasion, dressed with ribbons and other appropriate embellishments, attended by four boys, in white frocks, decorated with ribbons; the whole intended to represent the process of grazing and feeding, until the animal is prepared for the knife.

One hundred and fifty of the profession, dressed as before, with four Standards, at equal distances, followed on black horses; on the first Standard a Heart is represented,—Inscription, "Is devoted to our Country;" On the second the form of an Ox-head,—Inscription, "Liberty is our head;" on the third the figure of a Steak,—Inscription, "To all we divide a part;" on the fourth are inscribed the words "Internal Improvements are chains to strengthen the Union of the States."

BUTCHERS' BENEVOLENT ASSOCIATION.

Lawrence Wiseburn, President.

John Perrin, Vice-President.

John Graff, Treasurer. Thomas Jeremiah, Secretary.

Christian H. Hartell, Assistant Secretary.

Managers.

ERNEST FINK, THOMAS GIBBONS,
JACOB AIMS, JAMES REEVES,
JOHN TRIGLER.

Committee of Arrangements.

THOMAS GIBBONS, CHRIST. HARRIETT,
THOMAS JEREMIAH, ELIAS DEFOREST,
ALBERT FISHER, JOHN VARICK,
JOHN TRIGLER, JAMES SIMONSON,
JOSEPH BLACKWELL, JOHN PERRIN,
BARTH. GRANGER, THOMAS SYBERTS,
ELIPHALET WHEELER, JACOB RIDABOCK.
LAWRENCE WISEBURN, JACOB SYLER,
WALTER DURBROW, JAMES WEEDEN,
FRED. HAWES, DANIEL SPADER,
ROBERT TIER, JOHN WALLACE,
PHILIP LUFF, JUN. JOSEPH JACOTS.

Delegates to confer with the Corporation.

WALTER DURBROW, JOHN PERRIN.

SECOND DIVISION.

No. 7.

TANNERS, CURRIERS AND LEATHER DRESSERS.

WILLIAM M'ALPINE, Marshal.

Assistants.

JOHN E. CAMMAYER, JOHN ENOCK,
WILLIAM M'DOUGALL, JOHN HAMAN,
JOHN H. BAILEY.

The President, Vice-President, Secretary, and Treasurer of the Society.

The Tanners and Curriers of Newark, with their Standard; a Tanner and Currier represented thereon in their working dress; in the centre a Heart, supported by an oak tree, upon which were drawings of a currying knife and flesher; above, on the tree, a bulls' head: the Sun just rising. Motto—"By Union we rise to splendour."

The Tanners of New York.—Banner of blue silk three feet square, a gilded flesher in the centre, and the word "Tanners" in letters of gold; on the top of the staff a gilded ox, in miniature.

The Curriers.—Banner three feet square the word "Curriers," in letters of gold and a correct representation of a patent knife; on the top of the staff was placed a gilded horse.

A Stage, drawn by four handsome horses; on the front of the Stage was displayed the Banner which was carried by the trade in the Procession of Seventeen hundred and eighty-eight, on the occasion of the adoption of the Federal Constitution This Banner is of blue silk; a flesher and currying knife in the middle. Crest—a bulls' head horned. Supporters—on the right side a Tanner in his frock and trowsers, holding in his right hand a skimmer; on the left side a Currier, in his working dress, apron turned up, holding in his left hand a currying knife: the Sun rising from beneath the National Flag. Motto—the same as on the first Standard: behind all, an oak tree. On the fore part of the Stage two Tanners, coats off and sleeves rolled up, at work setting sole leather; they wore blue vests and pantaloons, with blue cassimere aprons, bound with white silk. In the rear one Currier shaving upper or neat's leather, one whitening calf skins, one shaving goat skins, and one finishing calf skins. Between the Tanners and Curriers hung the leather finished. Curriers dress similar to that of the Tanners.

The Grand Standard.—Front same as the Standard first described, with the exception that the Sun is at meridian, and a beautiful landscape in the back ground. On the reverse full length figures of a Morocco Dresser and a Skinner; the Morocco Finisher with sleeves rolled up, buff vest, blue pantaloons, green apron; the right arm, with roller in hand, resting on a heart, the left carelessly hanging by his side; the Skinner, with sleeves rolled up, buff vest and pantaloons, white apron, moon knife in right hand, left arm carelessly leaning on a heart; the heart supported by a mahogany tree, bearing in the centre the hook and plunger crossed; in

the intermediate spaces, a funnel at top, a pair of sheers below; on the right, a sleeker; and on the left a glass roller. Above the heart, against the trunk of the tree in front, a deers head; on the right a rams head, and on the left a goats head. A handsome landscape in the distance, shumac growing in hedges; the Sun just rising. Motto—"Industry the support of our Nation." The staff surmounted by a gilded eagle.

A Full Band of Musicians.

The Skinners, with their Banner of blue silk, three feet square; a moon knife in the centre, and the word "Skinners," in letters of gold. A golden ram in miniature on the top.

A Stage, drawn by four fine horses.—On the fore part two Morocco Finishers finishing skins of various colours, their sleeves rolled, wearing white vests, pantaloons, and stockings, and black morocco pumps. In the centre of the Stage, a Skinner pulling wool; on the right, a Kid Skin Dresser finishing skins of every colour; on the left, an Oil Leather Dresser finishing glove leather.

The Morocco Dressers, with their Banner of blue silk, three feet square; in the centre a gilded sleeker; the words "Morocco Dressers," in letters of gold; on the top, a gilded goat in miniature.

Three hundred and thirteen persons, wearing Badges emblematical of the Trade, appeared in the Procession.

The Marshal wore a blue scarf, red rosette on the right breast, and sash of figured lute-string.

The Assistant Marshals were similarly dressed, carrying in addition maple rods five feet long, trimmed with blue ribbon.

Charles Reynolds, President;
Patrick Quirk, Vice-President;
Henry Tappan, Secretary; Benj. Brady, Treasurer;
Wore sashes of lutestring, two roses on each, in addition to the badges emblematical of the Trade.

Delegates to confer with the Corporation.

BENJAMIN BRADY, WILLIAM M'DOUGALL.

No. 8.

CORDWAINERS' SOCIETY.

Marshals.

JAMES LENNON, MARCUS RIMBALL.

The PRESIDENT, TREASURER, and SECRETARY of the Society.

The President carried a hammer, curiously wrought, of ebony, curled maple, and ivory, and a scroll with the style of the Society—"Cordwainers of New York" On his right, the Treasurer, carrying a gilt key; on his left, the Secretary, carrying a gilt pen.

A STANDARD six feet square, of blue silk, yellow fringe and tassels, borne by James Lawler, wearing a blue sash; his Supporters decorated with blue collars and rosettes. The Standard displayed the Cordwainers' Arms, viz. three goats heads in a shield, supported by Journeymen in working dress; one on the right side, holding in his right hand a woman's shoe; the other on the left side, holding a man's boot, representing the two branches of the trade. Crest—A segment of a globe, surmounted by an eagle in a brilliant glory, holding in his talons a scroll with the words "Liberty and Independence." Over the whole the Motto—"United we stand, Divided we fall;" underneath, "Cordwainers of the City of New York." The whole subject included within an oak wreath.

The Marshals were mounted, having an Assistant on foot on each flank of the column.

Four hundred and fifty Employers and Journeymen, with blue badges bearing the Arms of the Trade, appeared on the occasion, having a Band of Music in the centre. Three small Banners, with appropriate devices, were placed at equal distances in the Procession. In the rear Mr. Daniel Reeder, bearing a Standard, displaying the Arms in a shield. Supporters; on the right side a Cordwainer in working dress, at his feet, and beneath the shield, the cornucopiæ; on the left side, a female figure in a white dress and purple robe, holding in her left hand a

Scroll with the words—"Industry rewarded in America;" oak boughs under her feet. Crest—a goats head in a cloud, surrounded by golden rays, in which appears the cherub Liberty in the act of crowning the male figure with a civic wreath. Motto, over the whole—"Union is our strength." Motto underneath—The same as on the first Standard.

The Vice-President closed, carrying a hammer and scroll, with the words "Cordwainers of New York."

The President and Vice-President wore blue sashes fringed with gold, and ornamented with gold stars. The Treasurer and Secretary wore blue collars and rosettes. The Standard Bearers wore blue sashes; their Supporters blue collars.

ALEXANDER WADDY, President of the day.

NICHOLAS M. SLIDELL, Vice-President.

ABRAHAM MERRILL, Treasurer. THOS. BAKER, Secretary.

Committee.

MATTHEW ARMSTRONG, ABRAHAM BECKER,

Wearing blue collars and rosettes.

Delegates to confer with the Corporation.

ABRAHAM MERRILL, SIMON VAN WINKLE.

No. 9.

COMBMAKERS.

REUBEN MUNSON, Marshal.

Assistants.

JOHN SPROWLES, JOHN PALMER.

A CAR, appropriately arranged, drawn by four bay horses. A miniature Workshop represented, enclosed within a railing twenty inches high. In the Workshop seven of the Trade, under the direction of Homer Hurd, worked the most approved machine. During the Procession they cut, manufactured, and finished fifty dozen of shell and horn combs, which they distributed to the Ladies as the Car moved along. On the front of the Car was a permanent

standard, bearing a Banner of blue silk, on which was painted an elephant, a turtle, and a bullocks' head The Banner was supported by Masters Geo. W. B. Gedney, and Huram Betts, jun. each wearing sashes of blue figured silk.

Eighty persons, Masters, Journeymen, and Apprentices of the trade appeared in the Procession, wearing on the left breast a badge representing the turtle, elephant, and bullocks' head. Motto, underneath—"By these we live."

The Marshal wore a sash of pale red figured silk; the other Officers wore sashes of blue figured silk. The Captain of the Car wore a blue ribbon sash, with a large ornamented rose on the breast.

ROBERT GEDNEY, President.
WILLIAM L. BURROWS, Secretary.

No. 10.

HATTERS' SOCIETY.

JOSEPH JUEL, Marshal;
Mounted on a white charger: Dress, crimson sash, buff rosette on the shoulder, military hat and plume.

GRAND STANDARD.—Saint Clement represented at full length, dressed in a flowing purple robe. Inscription—"St. Clement.—Hats invented at Paris in the year 1404." On the top of the Standard the American Eagle. The Standard Bearer wore white sash, red rose on the shoulder, military hat and plume. Two supporters similarly dressed.

The PRESIDENT, VICE-PRESIDENT, and SECRETARY, wore white satin sashes, red rose on the right shoulder.

FINANCE COMMITTEE.—Purple sashes round the shoulders, a white rose suspended at the breast.

A FULL BAND OF MUSIC, in uniform, playing appropriate airs and marches.

A Stage drawn by six horses, Postillions in uniform.—On this Machine was exhibited a great display of the Art and Mystery of Hat Manufacturing. On the centre of the Stage was placed a large lead kettle, seven planks fastened to its curve, the whole forming a circular battery.—Dress of the Plankers, black waistcoat, white pantaloons, white stockings, blue caps, white aprons, sleeves rolled up. On the front, two hurdlers, men bowing the finest fur; Dress, the same as the Plankers. On the rear part, four finishing benches, men finishing; Dress, the same as the Plankers, with the exception of black aprons. Two Apprentices, and a Foreman to superintend and inspect the work; Dress, the same as the Plankers. In front of the Stage a Standard and two Supporters; Standard Bearer, white sash, red rose, military hat and plume; Supporters, white sash, red rose. The Stage was decorated with various skins, &c. emblematic of the trade.

Grand Standard, with two Supporters. Inscription—"The State of New York and the Grand Canal." Standard Bearer and Supporters; Dress, the same as the Plankers.

First Division of Hatters, in the prescribed order, blue badges impressed with a hat, and the date of the Celebration worn on the lapel of the coat.

Twenty-four of the youngest Apprentices, representing the States of the Union, preceeded by a Standard and two Supporters; Standard Bearer Master Thomas Wallace; Dress, purple sash, white rose, military hat and plume; Supporters, purple sash, white rose. Each boy wore a blue round jacket, white vest, white pantaloons and stockings, black hats, blue sash over the right shoulder; a miniature bow under the left arm, a bow pin in the right hand.

Second Division of Hatters, the same as the First Division, preceded by two Standards, one representing General Washington, "The Father of his Country;" the other Governor Clinton, "The Benefactor of his Country." Standard Bearers, purple sash, white rose.

Two Elderly Employers and Two Elderly Journeymen, wearing blue sash and white rose, seated in the *La Fayette Barouche*, drawn by four grey horses, closed the rear of the Hatters' Society.

Eighteen Banners, one yard square, to represent the Waters which unite in the Grand Canal, and also the principal Cities and Towns extending from the Ocean to Michigan, viz. ;— "Lake Superior," "Lake Huron," "Lake Michigan," "Lake Erie," "Lake Champlain," "Lake Cayuga," "Lake Seneca," "Lake Oneida," "Lake Skaneateles," "Hudson River," "Atlantic," "Detroit," "Buffalo," "Lockport," "Utica," "Little Falls," "Albany," "New York." These Banners were placed at equal distances in the Procession.

Master Hatfield, the son of a Hatter, was superbly dressed. He carried a Banner with these lines inscribed thereon—

"Rocks and hills can't now restrain,
"Erie's waters from the Main."

Twelve Assistants, on foot, aided the Marshal of the Society in his duties; they wore blue sashes, carrying white rods, eight feet long, tipped with a miniature hat.

Five hundred and fifty Hatters appeared in the Procession.

Joseph Brewster, President.
Henry Costar, Vice-President.
John Hurley, Secretary.

Committee of Arrangements.

Joseph Juel,	Thomas Haynes, Jun.
John Hurley,	Elnathan Tyler,
James Van Dyne,	—— Blanchard,
Walter Mead,	—— Babcock,
Jacob Hatfield,	Henry Costar,
Elisha Bloomer,	John Addy,
—— Sickels	Thomas G. Potter.

Finance Committee.

Elisha Bloomer, Thomas G. Potter,
J. D. Wilson.

Delegates to confer with the Corporation.

John Ford, Jun. Charles Harris.

No. 11.

MASONS.—JOURNEYMEN MASONS' SOCIETY.

Charles T. Pierson, Marshal.

Assistants.

Peter, Helmes, Robert Cochran.

The Delegates appointed to confer with the Honorable the Corporation.

President and Vice-President,

Treasurer and Secretary.

Banner.—Trowel in hand. Inscription—"Journeymen Masons' Society," followed by thirty of the trade.

Grand Standard, seven feet square.—Masons' Arms, borne by J. Whitlock, supported by Samuel Halsey, and Charles Stuart. Followed as above.

Banner.—The Genius of Liberty. Followed as above.

Banner.—The Foundation of a Building represented. Followed as above.

Banner.—An Unfinished Building. Followed as before.

Banner.—A Finished Building. Followed as before.

Banner.—A Sheaf of Wheat. Inscription—"Our Labour is Rewarded."

Two hundred and twenty Members of this Society appeared in the prescribed Order; the badge worn by them represented an unfinished arch, a pyramid, and a trowel in hand.

David Riley, President.

Jacob Winans, Vice-President.

Nathaniel Norris, Treasurer.

Chas. Seymour, Secretary.

Delegates to confer with the Corporation.

Jefferson Berrian, George Riley.

No. 12.

HOUSE PAINTERS' SOCIETY.

Joseph Webb, Marshal.

The President and Secretary,
The first carrying the Constitution, the second a gilt pen.

Banner, six feet by four, of dark bule silk, gold lace border and deep yellow silk fringe; on the front two leopards coming from under a crest, beneath which is the Society's Motto—"Amor et obedientia," and over their heads, written on a golden ribbon, "House Painters' Society;" on the reverse a golden pallet with a number of pencils, over which, in a golden ribbon, is written "The useful and agreeable."

The Three Trustees, each carrying a large golden key.

A Boy, nine years old, carrying a miniature ladder, sides of mahogany, rungs of satin wood; he wore red velvet collar, badge, and rosette: on his right and left a Boy of the same age, each carrying a paint-brush, tastefully ornamented with ribbons of various colours.

One hundred and thirty nine of the trade appeared, uniformly dressed in blue coats and white pantaloons, and wearing the Badge of the Society. A white silk Flag, edged with crimson fringe, was stationed midway between the front and rear, on either side of which was written on tablets of gold, "House Painters' Society, instituted April, 1825."

The President wore a red velvet collar, on which was placed the badge of the Society, and a variegated rosette in front; he also wore a light blue silk sash. The Secretary wore a light blue silk ribbon round the neck, with badge and blue rosette, also sash of blue silk, trimmed with white silk fringe. The Standard Bearer wore a light blue silk scarf. The Trustees wore decorations similar to those of the Secretary.

John Marsh, President.
Simon Clannon, Secretary.

Trustees.

NATHANIEL L. ASTON, GEORGE T. BEAKEY,

ANDREW CIVILL.

Delegates to confer with the Corporation.

RICHARD H. STAATS, WILLIAM DAVIS.

No. 13.

STONE CUTTERS.—JOURNEYMEN STONE CUTTERS' SOCIETY.

Marshals.

EDWARD RILEY, PATRICK TIMMONS,

DAVID CHRISTIE.

PRESIDENT and VICE-PRESIDENT of the Journeymen Stone Cutters.

TREASURER and SECRETARY of the Journeymen Stone Cutters.

The GRAND STANDARD.—An ancient stone Temple represented entire. Inscription—"The Work of Art and Industry."

PRESIDENT and VICE-PRESIDENT of the Master Stone Cutters.

TREASURER and SECRETARY of the Master Stone Cutters.

The MASTERS, bearing a blue Banner, with a gilt star in the centre.

The JOURNEYMEN STONE CUTTERS bearing in their ranks two Banners, one of white, the other of blue silk, on both of which were represented the Arms of the Trade.

One hundred and eighty of the Trade appeared, uniformly dressed, wearing white satin aprons trimmed with blue ribbon, with devices emblematical of the business in the centre; on the left breast a badge—the Arms of the Trade.

The Steward of the Society directed an excellent Band of Musicians; they also wore the badge of the Society.

The Officers wore over the right shoulder large white satin sashes trimmed on the edge with blue fringe; on the front the Arms of the Trade handsomely gilt: also broad blue satin collars and rosettes.

The Presidents carried each a gilt mallet in his hand.
The Treasurers carried each a gilt key.
The Secretaries carried each a gilt pen.

Journeymen.

ABRAHAM DEBAUN, President.

ALEXANDER CHRISTIE, Vice-President.

ALEXANDER GRAY, Treasurer. WM. MORROW, Secretary.

EDWARD COLGATE, Steward.

Masters.

ALEXANDER MASTERSON, President.

FRANCIS KAIN, Vice-President.

HENRY WOOLDRIDGE, Treasurer. JOHN MOFFAT, Secretary.

Committee of Arrangements.

ALEXANDER GRAY, ROBERT SMITH.

THIRD DIVISION.

No. 14.

FANCY AND WINDSOR CHAIRMAKERS.—EMPLOYERS' AND JOURNEYMENS' SOCIETIES.

Marshals of Masters.

ALEXANDER WELSH, DANIEL LEE.

Marshals of Journeymen.

R. D. Hutchings, Geo. Nuttman.

A Boy, wearing a straw-coloured sash, carried a Banner of blue silk. Motto—"Support the Chair,"—a compliment to the Governor of the State. The Banner was surmounted by a small curled maple chair, and supported by the two Marshals of the Master Chairmakers' Society, having white staves, gilt balls, blue ribbons, blue stalls and the badge of the Society.

The Grand Standard of the Society.—Front a female figure, with cornucopiæ and fruit at her feet, emblematic of Peace and Plenty, resting upon a handsome modelled fancy chair, with one hand, and pointing to the chair with the other; in the distance a ship and other emblems of commerce. Motto,—"By these we thrive." On the reverse the Chairmakers' Arms. Motto,—"Rest for the Weary."

The Master Chair Makers, wearing the badge of the Society. In the centre a Boy bearing a Banner of blue silk. Inscription,—"Internal Navigation," surmounted by a small rosewood Chair, gilt and bronzed.

Eight Boys, with straw-coloured sashes, carried a large gilt eagle, with a miniature chair in his beak.

Marshals of the Journeymens' Society, with staves and badges the same as the Masters' Society, followed by the Journeymen wearing the badge of the Society. In the centre a Boy bearing a Banner of blue silk, surmounted by a small rosewood chair, gilt and bronzed. Motto, —"Free Trade."

An Eagle, gilt and bronzed, carried by a Boy, wearing straw-coloured sash and badge of the Society.

The Apprentices, wearing the Society's badge. In the centre a Boy bearing a Banner of blue silk, surmounted by a small curled maple chair, gilt and bronzed. Motto,—"Liberty and Peace." The badge worn by the Societies was straw-coloured ribbon with a fancy chair, encircled by an appropriate wreath. Motto—"Rest for the Weary." Two hundred of the Trade appeared in the Procession.

Masters' Society.

J. K. Cowperthwaite, President.

G. W. Skellorn, Vice-President.

E. A. Valentine, Secretary, P. T.

Delegates to confer with the Corporation.

J. K. Cowperthwaite, G. W. Skellorn.

Journeymens' Society.

Cyrus Baldwin, President.

Delegates to confer with the Corporation.

Cyrus Baldwin, J. Commerford.

No. 15.

POTTERS' SOCIETY.

The President,

Supported by the Treasurer on the right, by the Secretary on the left.

The Grand Standard, representing a Stone-ware Kiln, in full blaze, bearing the following Inscription—

"By the power of fire alone,
"The fragile clay is turned to stone."

The rear was closed by a Banner representing a Turner in the act of finishing a jar. Inscription—"The Potter hath power over the Clay."

Forty Members of the Society appeared in the Procession. The President wore a badge of crimson silk; the Treasurer and Secretary badges of blue silk, edged with red.

Clarkson Crolius, Jun. President.

John H. Giffing, Treasurer. Will. A. Haggerty, Secretary.

No. 16.

SADDLERS AND HARNESS MAKERS.

Henry Storms, Marshal.

Two Trumpeters, (in full uniform.)

A White Charger, fully caparisoned, led by two black grooms in rich Moorish dress; the seat of the saddle was of crimson velvet, the skirts and flaps of fawn colour and green velvet, the whole superbly ornamented; the skirts exhibited the Crest of the State of New York. The holster caps, housing, and breast-plate were made of tiger-skin richly bound with gold lace, and trimmed with gold fringe; on the point of the breast-plate was an excellent representation of a tigers head. The bridle, &c. were equally rich and beautiful with the other parts of the equipments, all of which were manufactured by Messrs. Osborne and Storms who, although rivals in trade, cordially united in producing a specimen of their art, every way worthy of the occasion.

(The Saddle described above has been sold to a Gentleman of Virginia for two hundred dollars.)

Two Cream-coloured Horses, neatly fitted with a Ladys' and a Gentlemans' saddle of the present fashion, led by grooms in rich Moorish dress.

A Pair of Grey Horses, with an elegant set of chariot harness, led by grooms in Moorish dress.

The Marshal and Chairman of the Society wore mazarine blue sashes and badges fastened on with crimson rosettes and silver stars.

The Grand Standard.—The Saddlers' Arms;—in a blue shield, a cheveron and three saddles in gold. Supporters, two spirited white horses, rampant. Crest—a fully caparisoned horse at a stand. Motto—"Our trust is in God." On the reverse, in a picturesque vignette, painted by Grenell, is the representation of an aqueduct, lock, and canal-boat. Motto—"'Tis Finished."

Committee of Arrangements and Secretary, wearing blue sashes.

The Employers.

A Banner bearing the likeness of his Excellency De Witt Clinton. Motto—"Honour to him to whom Honour is due."

Between the Divisions of this Associations were Flags bearing the names of the acting Canal Commissioners in the following order—"Stephen Van Rensselaer," "Seymour," "Bouck," "Young."

A Hobby Horse closed the rear; it was borne by eight Apprentices, four alternately; they wore blue sashes.

Two hundred and forty Members of this Association walked in the Procession.

Saml. Osborne, Chairman.
John G. Haight, Secretary.

Committee of Arrangements.

Henry Storms, William H. Miller,
Samuel Osborne, Ralph James,
William A. Kiley, Asa Crosby,
Hugh Murray.

Delegates to confer with the Corporation.

Henry Storms, Samuel Osborne.

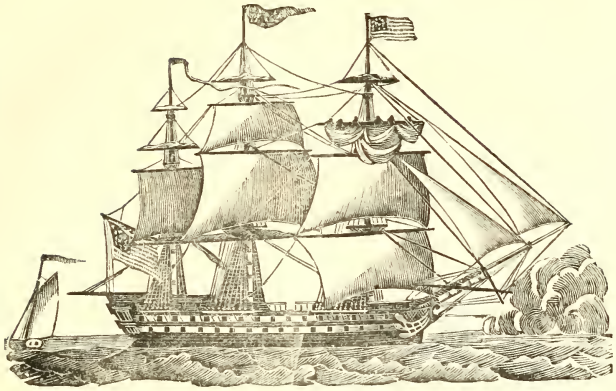
No. 17.

THE UNION SOCIETY OF SHIPWRIGHTS AND CAULKERS.

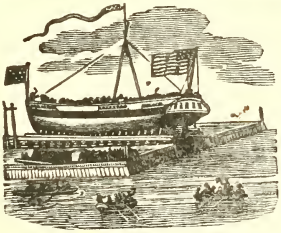
Isaac Webb, Marshal.

The Grand Banner of the Association.—Two female figures representing the Genius of America and the Genius of Liberty. On the reverse a Ship in frame. Motto—"Commerce is our Strength." The Banner was supported by three Members on each side.

SHIP BUILDES SOCIETY.

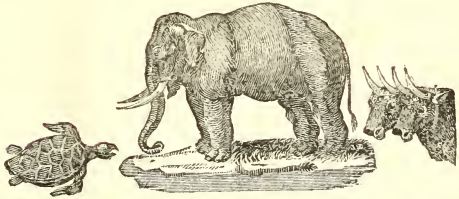


GRAND CANAL



CELEBRA-TION.

COMB MAKERS SOCIETY.



A Model of a Ship of the Line in her cradle, in a state ready for launching, drawn on trucks by eight horses. The Ship was appropriately decorated with colours, ensign, jack, and pennant; name in her stern "Governor Tompkins." The Society consisting of four hundred Members, followed in the prescribed order. At intervals throughout the Procession were dispersed Banners, bearing the following Inscriptions, in the order in which they are arranged.

Naval Architecture.

Washington.	Jefferson.	Madison.
Monroe.	Adams.	
Macdonough.	Bainbridge.	Chauncey.
Perry.	Hull.	Shaw.
Decatur	Jones.	Evans.
Lawrence.	Porter.	Patterson.
Burrows.	Warrington.	Barron.
Allen.	Morris.	Biddle.
Rodgers.	Stewart.	Ludlow.
Blakeley.	Gordon.	

"Free Trade and Sailors Rights."

"Don't give up the Ship."

The beautiful miniature Line of Battle Ship was built, immediately after the late war, by the Union Society of Shipwrights and Caulkers in connexion with volunteer Blacksmiths, Joiners, Carvers, Blockmakers, Painters and Glaziers, Plumbers, Riggers, &c. under the superintendence of Henry Eckford. She is constructed of the best materials and in the best manner, completely finished, and ready to receive her spars and rigging. Her extreme length is thirty-seven feet, and she is in every respect of corresponding dimensions. She had on this occasion a Commodore, Officers, and Crew, consisting of twenty boys aged from three to nine years.

Isaac Webb, President.

Edward Gross, Vice-President.

Nicholas Vincent, Treasurer. John Lozier, Secretary.

Delegates to confer with the Corporation.

Isaac Webb, John Lozier.

No. 18.

BOAT BUILDERS' ASSOCIATION.

John Mount, Marshal.

President and Vice-President, wearing blue sashes.

Standard of the Association, borne by William E. Chambers.—A Boat-shop represented; a boat in frame, oars, rudders. The Ocean—a boat sailing; a distant view of mountains. On the reverse a landscape in which roads, trees, and rugged scenery are represented; a section of the Canal, with junction locks—a boat arrived about to descend in the lock, below the level of the landscape.

A Clinch-work Boat, five feet in length, decorated with ribbons and a silk ensign, supported by four Apprentices.

Committee of Arrangements, wearing blue scarfs.

A Large Car, drawn by four horses.—A Boat-shop represented, with benches, vices, tool-chest, saw bench, &c. A steam-stove, with fire-place and chimney; the process of steaming plank performed. George Whitfield, as Master Workman, assisted by Michael Tuckerman and Robert Carpenter, employed in building two boats.

Employers and Journeymen, in the prescribed order.

The wherry Aurora Borealis, of elegant workmanship, twenty-five feet long, built in this City, decorated with a Banner, bearing in the centre a saw and adze crossed. Motto—"Speed, Strength, and Truth united." The wherry was drawn by a pony.

Banner.—The Ark represented floating on the waters. Motto—"Safety in the Ark forever."

The elegant boat Whitehall that won the race, May 20, 1825, on a carriage drawn by two horses, attended by the Whitehall Watermen. (A further description in their report.)

A Clinch-work Boat, seven feet in length, silk ensigns, six oars extended in the row locks; she was supported by four Apprentices.

Apprentices in the prescribed order.

Eighty Members of this Association appeared in the Procession.

John Shepherd, Jun. President.
Edward Delamontaigne, Vice-President.
John Buckmaster, Treasurer.
Delegates to confer with the Corporation.
D. M'Cartee, Geo. Whitfield.

No. 19.

WHITEHALL WATERMEN.

George Howard, Principal.

On the debarking of the Aquatic Expedition from Sandy Hook, the Watermen fell into the Procession and were marshalled with the Boat-builders Association; they were preceded by the beautiful-boat Whitehall (which won the great race on May 20, 1825,) mounted on a car drawn by a pair of black horses; her decorations consisted of the prize flag won at the race, mounted in the form of a lug sail, the United States ensign at her stern, and at her bow a flag, on one side of which, in a constellation of stars, was represented the victory of the boat American Star over the British boat Dart; on the reverse, the victory of the Whitehall. The boat is of most exquisite workmanship and was built by Messrs. Montaignies, of this City. Following the boat were the fathers of three of the victors in the race, viz. William Cammeyer and Robert Robins. Master John Maynes, the cockswain of the Whitehall, bore the triumphal flag of the Knickerbocker Club.

Forty Members of this Association appeared in their appropriate dress.

A salute of twenty-five guns under the direction of Richard Robins was fired from the Whitehall Dock, as the Fleet departed for the Ocean, and a like salute on its return.

Delegate to confer with the Corporation.
GEORGE HOWARD.

No. 20.

ROPEMAKERS.—ROPEMAKERS' BENEVOLENT ASSOCIATION.

THOMAS DAY, Marshal.
Assistants.
GIDEON CASTANG, WILLIAM C. B. SIMMS.

A STAGE, drawn by four horses, the national colours displayed in front and rear; on the Stage was represented the process of rope-making, several persons being employed on two ropes and a cable during the Procession; a quantity of yarn was also spun. Under a Canopy, on which were inscribed the words "We Honour Old Age," were seated John Day and David Johnson, the two oldest men of the trade. The lower part of the Stage was hung with painted canvas, bearing these words—

"Our hemp is good, our cordage neat,
"We will supply the American fleet."

Next, their BANNER.—An Eagle, with extended wings above; in the centre Justice, with the balance in one hand, in the other the sword, point to the ground; on each side the several emblems of the Trade, part of a Canal, and a port with two ships at anchor; beneath, a rope-walk, in full operation. Motto—"Although we go Backwards, still we Advance." In a scroll below, "Ropemakers' Benevolent Society."

Two other Banners, bearing the Arms of the State, with appropriate Mottos, and two smaller Banners inscribed "Ropemakers' Benevolent Association," were carried at equal intervals in the Procession.

One hundred and thirty-two of this Trade appeared, provided with a good Band of Music; they wore, neatly arranged round the body, a piece of the best Manilla hemp well dressed, and a badge of the order on the left breast.

The Marshal and his Assistants wore blue silk scarfs, and a badge of their order on their left breast; they also wore a badge on their right breast, which represented the union of the waters of the Lakes with the Ocean.

Delegates to confer with the Corporation.

THOMAS DAY, WM. C. B. SIMMS.

No. 21.

APPRENTICES' LIBRARY.

J. C. VERMILYE, Marshal.

Assistants.

J. RUSSELL, S. G. SEGER,
B. BURNETT, W. A. SCOFIELD,
H. BENEDICT, J. A. CHAPPLE.

The Readers of the above Institution assembled at their Library, on the morning of the Celebration, when an appropriate address was read by Master B. Burnett, after which the Procession was formed, the Library Committee in front, followed by two hundred Readers, bearing Standards and miniature specimens of workmanship in the following order.

The STANDARD of the "General Society of Mechanics and Tradesmen," thirteen stripes and stars; in the centre the Hammer and Hand. Motto—"By Hammer and Hand all Arts do Stand." This was borne and supported by Masters T. A. Schurman, S. G. Lent, and C. I. Lake.

A BANNER of white silk, trimmed with silver fringe, an open book painted thereon, entitled "The Life of Franklin," surmounted by a red morocco-bound Bible, borne by Master G. Boyd.

A Banner of blue silk, edged with gold fringe, inscribed "Apprentices' Library," encircled by a halo of golden rays, surmounted by a gilt dove, borne by Master H. Brooks.

A Large Gilt Folio Book, surmounted by Hammer and Hand, borne by Master Brown, the Maker.

Master I. Kneringer, bearing a small blue Banner of stars, closed the rear.

Two miniature Tables of mahogany were also carried in the Procession, one a tea-table, the other a stand, both of which obtained a premium at the Fair in this City, in October last.

Delegates to confer with the Corporation.

John Stephens, Jun. Master I. E. Vermilye,

Master B. Burnett.

FOURTH DIVISION.

No. 22.

FIRE DEPARTMENT.

Jameson Cox, Marshal.

Assistants.

Nathaniel M. Brown,
Otis Harrington,
William Lockwood,
Niel Gray,
Thomas Kennedy,
John W. Degraw,
Danl. M. Winants,
Wm. P. Disosway,
Edward Dayton,
John P. Bailey,
Peter D. Vroom,
William Burger,
Moses Bedell,
John G. C. Lord,

E. H Lacy, William P. Shipman,
Fred. R. Lee, Jesse Forshay,
Drake B. Palmer, George Greig.

Fire Department Standard, inscribed "New York Fire Department," borne and supported by Members of Company No. 37.

Company No. 9. preceded by their Banner, which represented Neptune chaining down Pluto, attended by the three-headed dog Cerberus; surrounded by ladders, hooks, &c. the ordinary implements of the calling; the Standard Bearer was supported on each side by a Member of the Company. Next followed a small Car, consisting of two platforms, handsomely carpeted, with pillars between, tastefully decorated with different coloured ribbons and wreaths of flowers; on the upper, platform was a small Engine, complete in every respect, with three-eighth inch chambers, from which issued, at intervals, a stream of water to the distance of fifty feet, being the workmanship of Wm. Corp, a youth not a mechanic. From the upper platform was suspended an elegantly polished brass trumpet, ornamented to correspond with the surrounding pillars, the whole carried by four Members.

Washington Company, No. 20, bearing a small Banner with the following Inscription—

"To him ye nations yield eternal fame,
"First in the heroic list enrol his name;
"High in the sculptured marble let him stand,
"The undaunted hero of his Native Land."

Their Engine followed, mounted on a Car drawn by four beautiful black horses. The platform was covered with rich Brussels carpet, and surmounted by drapery festooned and richly ornamented; mounted on the platform were two Firemen, clad in appropriate dress, bearing implements of their calling. Next in order came their Grand Standard—a portrait of Washington. Inscription—"Washington Fire Company, No. 20." On the reverse, a portrait of his friend La Fayette. Inscription—"Courage, Skill, and Generosity."

Company No. 1, with their Banner, on which was painted a view of the City of New York from the Jersey shore; buildings in the centre of the City represented in flames, to which the

Genius of America is pointing to direct the Firemen; over her head is seen hovering the Eagle, bearing the Motto—"Where Duty calls, there you will find us." On the reverse a correct likeness of Washington.

Tradesmens' Company, No. 37, bearing a blue silk Banner, with the Inscription—"Tradesmens' Fire Company," encircling the rays of a golden Sun. In the centre of this Company was borne a Banner of blue silk, six feet by five—a female figure with her right hand upon a spinning wheel, at her feet wheat, fruit, &c. signifying that notwithstanding calamities by fire, she, by her industry can obtain a livelihood. In the rear a landscape is represented; on one side of the female are the emblems of Agriculture—the spade, the harrow, the plough, &c.; on the other Commerce and Manufactures: ships, steam-boats, &c. are seen sailing on the river laden with the produce and manufactures of our country, and, on the wharf, is a vessel on the stocks nearly completed. In the upper part of the Banner the Motto—"Industry and Perseverance overcome every Obstacle;" in the lower part, "Presented by the Tradesmens' Insurance Company." On the reverse is represented a distant view of the fire at Savannah.

East River Company, No. 42, displayed their Engine mounted on a Stage, covered with carpet and surrounded with a plain scarlet valance, drawn by four beautiful black horses, the two postillions mounted. On the Stage, standing in front of the Engine, were two Firemen in their appropriate dress, carrying the one a trumpet, the other the pipe of the Engine; behind them were placed two others, in citizens dress, bearing the brass torches of the Company. Immediately behind the Stage followed the Standard Bearers, with the Company's Banner; in rear of them was carried an Engine, in miniature, tastefully decorated. On the back of the Engine was an elegant carving, richly gilded, surrounded with a beautiful bronze wreath, and supported on each side by a bronze column of the same workmanship. The carving represents a marine head discharging water, which runs through several lengths of hose, around a painting of Neptune with his trident, in a sea-shell, drawn by sea-horses, into a fountain below; ornamented with grain and fruit, with hooks, ladders, torches, &c. The Banner displays in its centre an elevated figure of Minerva; on her right, a Fireman having ascended ten steps, indicating ten years service, recieves from her his discharge certificate; on her left stands another Fireman witnessing the transaction, apparently anxious for the same mark of approbation. The background represents a number of Engines speeding their way to a distant fire.

Franklin Company, No. 39, displaying a Banner, on which were exhibited, in the foreground, the same figures and subject as that, first decribed, carried by Company No. 9, representing the triumph of Water over Fire; in the distance, on one side flames and smoke are seen ascending; on the other, a sea-nymph in the act of sounding a shell. On the reverse is a correct drawing of the Engine, over a Glory, encircled in a wreath of oak-leaves, supported by a golden Eagle, wings expanded, on a gilt globe, with a medallion of La Fayette suspended from his beak.

Company No. 15, exhibited their Engine mounted on a Car, drawn by four elegant bay horses; on the back of the Engine was a superb painting, representing the tomb of Peterson, formerly Foreman of the Company, who lost his life while in the discharge of his duty at the fire in Chatham Street, May 19, 1811. A Fireman is seen reclining on the tomb in the attitude of grief. On their Banner is painted a bust of Peterson.

Equitable Company, No. 36, bearing an elegant Banner; Neptune represented in his Car, drawn by four sea-horses, two of which are guided by a Cherub flying before him in the air, and the other two by a Sea-nymph swimming before the Car, apparently urging them forward, surrounded by the Motto—"Conduct me in haste, I'll conquer the Foe and relieve the oppressed." On the reverse, Justice leaning against a pedestal; a ship on fire in the distance, and a house on fire in the foreground. Inscription—"Presented by the Equitable Insurance Company."

Eagle Company, No. 13.—The Engine of this Company was mounted on a Stage drawn by four milk white steeds elegantly caparisoned, and led by four Africans dressed in rich Moorish costume. The Engine, painted black, was highly varnished, and the mouldings gilded; the wheels and carriage were painted cream-colour and striped black; the bands and caps for the hubbs of the wheels were of brass, and the tires polished: on the front pannel an Eagle in bronze, soaring, bearing the Motto—"Semper Paratus." On the back of the condenser case an exquisite painting, representing the Genius of America fostering a young Eagle, which is seen hovering over a rock, by her side, near the sea shore; a ship at anchor, on fire, is seen in the distance. This painting was ornamented with costly India fringe and tassels, tastefully arranged, projecting over its top, and supported on each side by carved and bronzed pillars, giving it the appearance of a superbly decorated pavillion. Attached to the goose-neck of the Engine was a long brass pipe highly polished, "the star spangled banner" waving from its top.

The Four Lengths of Hose (two hundred feet) were neatly wound on the reel, and covered with a black leather apron, varnished; on the apron were sewed the name and number of the Company; the letters and figures were cut from a hide, and the white colour produced by the natural hair. The axe of burnished steel, and all the implements belonging to the Machine were in their proper places. The Stage was covered with an elegant Brussels carpet; a rich drapery of silk and moreen was suspended from its sides,—the colour of the upper festoons was light blue, the centre orange, and the lower crimson; around each festoon was a beautiful fringe of silk tassels, of variegated colours, and the whole was supported by twenty-four curtain pins, of large size and handsome pattern. On the Stage, in front of the Engine, was stationed Edward W. Degrove, a Member of the Company, in the dress of a Fireman, with an American Eagle painted on the frontispiece of his cap—he bore a brass trumpet ornamented with flowers; on his right and left he was supported by youths, Master James A. Gray and Master Alfred Lowber, each bearing an elegant brass torch, decorated with flowers of various kinds.

The Banner was inscribed "Eagle Fire Company," and was surmounted by a large gilded Eagle. The painting represented Hope leaning on an anchor, directing a Fireman's Widow with an infant in her arms to "Firemens' Hall," which is seen in the distance, the door open, and rays of light beaming on it from above; the whole surrounded by a wreath of oak leaves, emblamatical of the establishment of the Charitable Fund of the Fire Department of the City of New York. On the reverse, a painting of the Engine in a cloud, surrounded by rays of glory.

Committee of Arrangements.

Charles I. Hubbs, Niel Gray,
Gideon De Angelis, Richard C. M'Cormick,
Edward W. Degrove.

Scott Company, No. 17, appeared with a Banner; a view of the fire that occurred at Brooklyn, Long Island, on the night of August 21, 1822; the same surrounded by an oak wreath, over which is inscribed "Brooklyn Fire, August 21, 1822." On the reverse, a drawing of the Engine, surrounded by an oak wreath. Inscription—"Scott Fire Company." Underneath, the Motto—"In Peace Firemen, if invaded Soldiers." The Banner is surmounted by an Eagle, having suspended from his beak a medal presented to the Company at a late fire.

United States Company, No 23, exhibiting their Banner, on one side of which the Goddess of Liberty stands erect, supporting the United States Flag with her left arm, and holding a Standard in her right hand, on which is a Liberty Cap. On her right is a view of the Island of Manhattan, as it was previous to its settlement; on her left a view of our City and Harbour in its present flourishing condition. On the reverse, at the head of the Banner, is inscribed the United States Motto; at the foot, the name of the Company—in the centre, an Engine surrounded by twenty-four stars—on the top of the Standard, which supports the Banner, a Liberty Cap silvered. Four Members of the Company carried, on a Stage handsomely ornamented, an Engine of one inch chamber, two feet long, and eighteen inches high, capable of throwing water to the distance of sixty feet, being the best model, and the most effective and complete miniature Engine ever exhibited in this country.

Mechanic Company, No. 28, with a Banner of blue silk, on which was represented a Fireman in appropriate dress, leaning on a pipe encircled by a wreath. Motto—"Protection and Benevolence." On the reverse a pair of torches. The Banner was suspended from a bronzed pipe, and surmounted by a gilt fire-cap; drapery of white satin richly spangled and festooned; the whole in mourning for the loss of a Member (Stephen S. Taylor), who had received injury at a late fire.

Hook and Ladder Companies, No. 1, 2, 3, and 4.—Midway from front to rear, in this section of the Procession, the four Hook and Ladder Companies were stationed, marshalled by Benjamin J. Scribner. They were preceded by a splendid Banner, on which was delineated a vivid representation of a Fire; flames bursting forth from buildings, chimnies falling, ladders raised and raising, and the intrepid pipemen mounting them in defiance of flame and smoke; their powerful streams of water subduing the devouring element, which apparently threatens vast destruction. The Hook and Ladder men are seen rushing through the surrounding smoke, flames, and ruins, with their hooks and implements, demonstrating their Motto—"We raze to save." Next followed one of their Trucks, drawn by four horses richly caparisoned, the postillions mounted. On the truck were laid ladders, hooks, and other implements, all superbly painted. Upon the top of the truck was erected a Pyramid of Ladders, supported on each side by hooks, to the height of fifteen feet, tastefully decorated with flags, ribbons, lanterns, torches, &c. On each side of the Pyramid appeared two Firemen, in full equipment, bearing axes, &c. and above them proudly waved the "Star spangled Banner;" the whole presenting a correct and beautiful display of this branch of the Fire Department.

Ætna Company, No. 16, displayed two Banners; on the first a view of Mount Ætna in its most awful grandeur, the City of Naples and the Bay, crimsoned by the reflection of the mountain fire presenting one of natures most brilliant scenes. On the reverse Charity represented presenting a purse to an orphan supported by a widow; Charity is pointing to an Inscription on the scroll—"We relieve the Widow and succour the Orphan." At a distance stands the weeping willow, its branches drooping over the grave of a Fireman. The second Banner was of blue silk, eight feet square, one side of which represented the fire which took place where the Fulton Market now stands; on the right is a view of Schermerhorn's stores, the shipping at the wharves, and of Fulton Ferry; the fire is raging throughout the whole length of the block, exhibiting a lively representation of that element in all its terrific grandeur; the Firemen, with their engines in full operation, are seen actively engaged in endeavouring to arrest its further progress, and the streets are crowded with spectators, viewing their exertions with amazement: At a distance are seen the snow-capped heights of Brooklyn, brought into view by the light of the flames. On the reverse the American Eagle receiving sustenance from the Genius of America, represented standing on a rock which projects into the Ocean.

Manhattan Company, No. 8, appeared under a blue Banner, ornamented with yellow fringe and tassels; on one side Manhattan is represented reclining on a rock by the side of a stream of water, his right arm over the fountain head, and holding in his left hand a paddle. On the reverse an Engine in gold, encircled by a green wreath. The Banner is supported by a Spread Eagle, which surmounts the staff.

Clinton Company, No. 41.—This Company has, for years past, been designated as the Clinton Company; with feelings of honest pride did they, in unison with their brethren of the Fire Department, join in celebrating one of the greatest eras in the history of the State, viz. the completion of the Grand Erie Canal. Their Engine, richly painted in orange and highly gilded, was exhibited on a Stage surrounded by a balustrade, and drawn by four beautiful blood bays, mounted by postillions. The Car was ornamented with a profusion of rich silk drapery, tastefully arranged in festoons, which at intervals displayed the superb carpet, covering the platform. On the Stage, immediately in front of the Engine, was a white satin Banner bearing the Inscription, in letters of gold on a blue ground, "Clinton Fire Company," supported by three Members of the Company, embellished at the top with the American Eagle, wings extended, holding in its beak the insignia of Justice. On the condenser case, the most conspicuous part of the machine, was a beautiful and correct representation (executed by Thomas Grenell) of

the arduous and imposing work at that "Great Pass" through a branch of the Allegany Mountains known as the "Little Falls of the Mohawk." A front view exhibits the Aqueduct thrown over the Mohawk from the Canal to the village of Little Falls; the packet boat Oneida Chief, displaying the "Star spangled Banner" and filled with passengers, passing the aqueduct and just entering the village; the River running rapidly beneath and rolling along its tumultuous waves over the hidden rocks, forming the rapids as well as the Little Falls of the Mohawk. In perspective, on the left of the rich valley of the Mohawk, is to be traced the "Grand Canal," that proud monument of a free and enterprising people, with its boats laden with the rich productions of the West pursuing their course to far distant ports; the highly cultivated farms of the German Flats, and the river illuminated by the mild rays of the Sun, in a cloudless sky, sinking behind the mountains top. Looking to the right you observe the village of Little Falls, and the Great Western Road, an Express conveying the glorious news that "the work is done;" the left shews the Grand Canal, with its locks, at the base of a stupendous mountain, bordering on the margin of the river—mountain scenery in its wild and uncultivated state; in the foreground sits the aboriginal Mohawk, contemplating with astonishment the triumph of the arts over nature, and the rapid march of civilization. It is presumed, says the report, that in no one instance, on the day of the celebration, was there a more direct or appropriate compliment paid to the individual, whose name and fortunes have been identified with the success or failure of the Canal, than in the one shewn by this Company, for long before the completion of this great State Work did they adopt their name. Next, supported by four Members, followed a beautiful and perfect Engine, in miniature, placed on a Stage and decorated with silk drapery, tastefully festooned, displaying appropriate devices. The Grand Standard of the Company, of blue silk, followed, borne by three distinguished Members wearing blue sashes; a Fireman represented, pipe in hand, actively engaged in opposing the progress of the devouring element. Motto—"To aid and assist." On the reverse was a Fiery Phenix.

North River Company, No. 27.—The Banner of this Company, borne and supported by Members, represented Amphitrite in her Car, drawn and attended by Nereides. Motto—"Vigilance is ever rewarded." On the reverse a view of part of the North River—a house upon the bank on fire—steam-boats and other vessels passing. Inscription—"Presented by the North River Insurance Company."

Phenix Company, No. 22.—This Company joined the Procession with their Engine burnished in a superior style, elevated on a tastefully decorated Car, drawn by four beautiful bay

horses, richly caparisoned. Men bearing their brazen pipes, and Boys their torches. Other fire implements were arranged on the Stage in front of the Engine, on the top of which was hovering a PHENIX, four feet across the wings; in his talons he held a ball of fire; from his beak was suspended a trumpet tastefully entwined with flowers.

COMPANY No. 33.—BANNER of blue silk, five feet square, bordered with yellow silk fringe. The painting on it represented the unfortunate burning of their former Engine, at the fire of the great ship house at Manhattan Island, March 14, 1824—that immense building (under which the steam frigate FULTON THE FIRST, was built during the Late War)—vessels on the stocks, and ship timber in the yards are seen in flames.

NEW YORK COMPANY, No. 3, with an elegant BANNER, painted by Browerre and Quidor, young artists, natives of this City. The principal figure is Minerva, represented in a sitting posture, near a column, entwined by the Standard of the United States, her right foot resting on a stool, the left hand pointing to her shield, on which is inscribed "Virtue, Charity, and Protection"—her right hand pointing to Heaven. On the right of Minerva are the objects of her Charity, orphan children attended by their instructors, in order to return thanks for benefits received. On her left new objects of Charity are represented, in the characters of distressed Widows of deceased Firemen. Justice holds a conspicuous station in the groupe. In the distance buildings are seen in flames, and two Firemen discovered carrying in their arms, from the scene of conflagration, one of their Members who had been wounded by the falling timber, another object for the due attention of Minerva. An allegorical painting of the features of the charitable institution of the Fire Department.

LA FAYETTE COMPANY, No. 7, exhibited their ENGINE, burnished in a superior style, elevated upon a STAGE, drawn by four elegant bay horses. On the back of the Engine was a representation of the Battle of Yorktown, with an appropriate Motto. On the front of the Stage was erected the BANNER of the Company, seven by nine feet, displaying a full length portrait of La Fayette on horseback, and a distant view of the battle of Yorktown. On the reverse a house on fire in the suburbs of the City, and a female, with one infant in her arms, leading a small boy by the hand, neither of them completely clothed, as if just escaped from the building in flames. An Engine is seen approaching from the back ground; the whole decorated with other emblems of the calling, tastefully arranged.

Niagara Company, No. 10, preceded by their Banner of blue silk, on one side of which was painted, by T. Grenell, a correct representation of the Falls of Niagara viewed from the Table rock; on the other a display of torches, pipes, and the other implements of Firemen, and the Inscription, in letters of gold—"Niagara Company."

American Company, No. 4, appeared with their Engine, mounted on a Stage, drawn by four fine bay horses; the Engine glittering with brass hubbs, lifters, and figures; a beautiful brass bow ornamented with Eagles heads supported the Short Length of leader; two brass torches elegantly ornamented were placed crosswise in front, the leaders were enclosed in a polished leathern apron with the No. 4. on each side. A Member in the full dress of a Fireman was stationed on each side of the Engine, one carrying a pipe, the other a polished steel axe. The Stage was covered with a handsome carpet and otherwise ornamented, to correspond with the rich appearance of the Engine. On their Banner of white silk, the figure of an Engine surrounded by thirteen stars, representing the original States. Inscription—"Fire Department of New York." The Banner was supported by a gilt Eagle, holding in his beak a trumpet and fire cap.

Chatham Company, No. 2, followed a Banner, with an Engine painted thereon; the Members bearing their brilliantly polished pipes, torches, and other emblems.

Protection Company, No. 5, with a large globular brazen Signal Lantern, burnished, the number of the Company appearing in crimson, through a profusion of flowers and ribbons. It was borne by a Member of the Company, and supported by others on his right and left, each bearing polished brass pipes, decorated to correspond with the lantern.

Company, No. 24, with a beautiful miniature Engine on the top of a brass pipe, ornamented with ribbons borne by a Member, and supported by Members, one bearing a brass pipe, the other a steel axe with curled maple handle, all handsomely ornamented with ribboos.

Jefferson Company, No. 26,—Hose Company, No. 1,—and other Companies, appeared with a variety of appropriate emblems, similarly decorated with those heretofore described.

The Wardens being by Law distinguished at fires by the City Arms blazoned on their hats, very appropriately displayed them, elegantly painted on their Banner, which was of blue silk,

five by seven feet, tastefully embroidered; the words "Fire Wardens," in gilt block letters, encircled the Arms; it was supported by a Spread Eagle, perching upon a gilded ball, and was borne in the Procession by George Jacobs, assisted by Henry H. Gillett and Augustus Cregier, Wardens of the Tenth Ward.

SECRETARY, TREASURER, and COLLECTOR of the Fire Department.
TRUSTEES of the Fire Department Fund.
PRESIDENT and VICE-PRESIDENT of the Fire Department.
ENGINEERS of the Fire Department.

Twelve hundred and fifty-two persons, Members of the several Fire Companies, assembled at St. John's Park, and were marshalled in the Procession by Jameson Cox, Chief Engineer of the Fire Department, and his Assistants. They wore uniform badges emblematical of their calling.

The Marshal, his Assistants, the Engineers, and Delegates were distinguished by the magnificence of their decorations.

The following Gentlemen were appointed by the different Engine Companies, Delegates to form a Committee of Arrangements.

From the Engineers, SAMUEL J. WILLIS.

From No. 1. CHARLES R. HATFIELD.
2. JOHN G. C LORD.
3. WILLIAM LOCKWOOD.
4. CORNS. ROMAINE.
5. PETER D. VROOM.
6. WILLIAM CIVILL.
7. DANIEL BERRIAN.
8. OTIS HARRINGTON.
9. THOMAS WILLIAMS.
10. HENRY PALMER.
11. ABRAHAM V. VANDENBERG.
From No. 12. JOHN TELLER.
13. NIEL GRAY.
14. JAS. H. M'KENZIE.
15. THOS. KENNEDY.
16. JOHN W. DEGRAW.
17. WILLIAM A. COX.
18. OLIVER T. HEWLETT.
19. WILLIAM B. ODELL.
20. THOMAS HOPPER.
21. JOHN A. MITCHELL.
22. JOHN MURPHY.

From No. 23. JOHN P. BAILEY.
24. WILLIAM P. SHIPMAN.
25. MORRIS FRANKLIN.
26. GEORGE GREIG.
27. JOHN H. SMITH.
28. NATHANIEL M. BROWN.
29. SAMUEL GUNTON.
30. E. B. MESSERVE.
31. DANL. M. WINANT.

From No. 32. JAS. G. REYNOLDS.
33. OBEDIAH NEWCOMB.
34. E. H. LACY.
36. MOSES BEDELL.
37. FRED. R. LEE.
38. JAMES W. ANDERSON.
39. JESSE FORSHAY.
40. RICHARD CORNELL.
41. DRAKE B. PALMER.

42. SAMUEL BROWN.

Supply Engine.

No. 1. JOHN GROSHON.

Hose Company.

THOMAS SCHIEFFELIN, JUN.

Hook and Ladder Companies.

No. 1. WILLIAM P DISOSWAY.
2. JAMES B. BIRD.
No. 3. DANL. I. HIDE.
4. THOMAS CLARK.

Wardens.

1st. Ward. WM. A. F. PENTZ.
3rd. Ward. WM. BURGER.
4th. Ward. JOHN TARGEE.
5th. Ward. R. LOWERRE.
6th. Ward ENOCH DEAN.
7th. Ward. EDWARD DAYTON.
10th. Ward. AUGUSTUS CREGIER.

SAMUEL J. WILLIS, Chairman.
NEIL GRAY, Secretary.

Delegates to confer with the Corporation.

SAMUEL JONES WILLIS,
EDWARD DAYTON.

No. 23.

PRINTERS.

GEORGE F. HOPKINS, Marshal (Mounted.)

Assistants.

GEORGE P. MORRIS. N. B. PENFOLD.

A STAGE, drawn by four horses, on which were two printing presses, of recent invention. These presses are elegant specimens of mechanism; one manufactured by Rust and Turney—the other by Robert Hoe and Co. all of this City. The Presses were kept in operation, during the Procession, striking off the annexed Ode, which was written at the request of the Printers, by Samuel Woodworth, a Printer.

ODE

FOR

THE CANAL CELEBRATION.

'TIS done! 'tis done!—The mighty chain
Which joins bright ERIE to the MAIN,
For ages, shall perpetuate
The glory of our native State.

'Tis done!—Proud ART o'er NATURE has prevailed!
GENIUS and PERSEVERANCE have succeeded!
Though selfish PREJUDICE assailed,
And honest PRUDENCE pleaded.

'Tis done!—the monarch of the briny tide,
Whose giant arm encircles earth,
To virgin ERIE is allied,
A bright-eyed nymph of mountain birth.

To-day, the *Sire of Ocean* takes
A sylvan maiden to his arms,
The goddess of the chrystal lakes,
In all her native charms!

She comes! attended by a sparkling train;
The *Naiads* of the West her nuptials grace:
She meets the sceptred father of the main,
And in his heaving bosom hides her virgin face.

Rising from their watery cells.
Tritons sport upon the tide,
And gaily blow their trumpet shells,
In honour of the bride.
Sea-nymphs leave their coral caves,
Deep beneath the ocean waves,
Where they string, with tasteful care,
Pearls upon their sea-green hair.
Thetis' virgin train advances,
Mingling in the bridal dances;
Jove, himself, with raptured eye,
Throws his forked thunders by,
And bids Apollo seize his golden lyre,
A strain of joy to wake;
While Fame proclaims that *Ocean's Sire*
Is wedded to the goddess of the *Lake*.
The smiling god of song obeys,
And heaven re-echoes with his sounding lays.

"All hail to the ART which unshackles the soul!
And fires it with love of glory!
And causes the victor, who reaches the goal,
To live in deathless story!

"Which teaches young Genius to rise from earth,
On Fancy's airy pinion,
To assert the claims of its heavenly birth,
And seize on its blest dominion.

"The ART which the banner of Truth unfurl'd,
When darkness veil'd each nation,
And prompted Columbus to seek a new world
On the unexplored map of creation.

"Which lighted the path of the pilgrim band,
Who braved the storms of Ocean,
To seek, in a wild and distant land,
The freedom of pure *devotion*.

"Which kindled, on Freedom's shrine, a flame
That will glow through future ages,
And cover with glory and endless fame
Columbia's immortal sages.

"The ART, which enabled her FRANKLIN to prove,
And solve, each mystic wonder!
To arrest the forked shafts of Jove,
And play with his bolts of thunder.

"The ART, which enables her sons to aspire,
Beyond all the wonders in story;
For an unshackled PRESS is the pillar of fire
Which lights them to Freedom and Glory.

"'Tis this which call'd forth the immortal decree,
And gave the great work its first motion;
'Tis done! by the hands of the brave and the free,
And ERIE is link'd to the Ocean.

"Then hail to the ART which unshacles the soul.
And fires it with love of glory,
And causes the victor who reaches the goal.
To live in deathless story."

Such strains—if earthly strains may be,
Compared to his who tunes a heavenly lyre—
Are warbled by the bright-haired deity,
While list'ning orbs admire.

Such strains shall unborn millions yet awake,
While, with her golden trumpet smiling Fame
Proclaims the union of the Main and Lake,
And on her scroll emblazons CLINTON'S name.

On the centre of the Stage, the venerable JAMES ORAM was seated in the Library Chair of Dr. Franklin, attended by four Boys costumed as Heralds and Mercuries, who distributed copies of the Ode, as they were printed, to the assembled multitude. The presses were worked by H. K. Stockton, Thomas Eastburn, Thomas Van Vorx, and James Kunnells.

A BANNER, borne and supported by three Members of the Profession.—In the centre a PRESS represented; on one side the Goddess of Liberty, supporting the American Flag (the folds of which gracefully waved to the front over the head of the Press) and holding in one hand the end of a Scroll; on the other side of the Press, Minerva holding in her hand the other end of the Scroll, which passed over the whole in form of an arch, on which was incribed—"The Liberty of the Press is essential to the Security of Freedom." In the centre, beneath the Scroll, and over the head of the Press was seen the Bird of Wisdom, holding in his talons a Medallion bearing the likeness of Franklin; underneath the whole was a Scroll with this Inscription—"The Art which preserves all the Arts."

Three hundred Printers followed in the prescribed order, the elder Printers at the head, the Apprentices in the rear. In front of the Apprentices a BANNER, of corresponding size with the first, was borne and supported by three Members of the Profession; a section of the Canal represented—the Eagle hovering over the centre, holding in his talons a Medallion, bearing

the likeness of De Witt Clinton, and in his beak a Scroll, on which was inscribed—"Palmam qui meruit ferat." Underneath the whole was a scroll with this Inscription—"Exegi monumentum ære perennius."

During the Procession *three thousand* copies of the Ode were printed on the Stage, and *eight thousand* copies distributed to the citizens.

TYPOGRAPHICAL SOCIETY.

Delegates to confer with the Corporation.

A Chandler, George Mather.

PRINTERS, NOT MEMBERS OF THE TYPOGRAPHICAL SOCIETY.

Delegates to confer with the Corporation.

John Lang, Wm. L. Stone.

Geo. F. Hopkins.

No. 24.

BOOKBINDERS.

Charles Starr, Marshal (Mounted.)

Assistants.

Joseph Foster. Robert Batie.

Banner, borne by Christian Brown, supported by John Day and Wm. Walker. On the left Time, with his scythe, prepared to destroy the literature with which the world is favoured through the instrumentality of the Press; on the right, with a roll in her hand stands the Genius of Literature, with a smiling countenance, pointing to the centre of the piece, which represents the interior of a Bindery—workmen in the act of binding books to preserve them from the ravages of Time. On the reverse the Arms of the State of New York.

William Wrag, (who formed the device for the Banner,) and the Committee of Arrangement.

One hundred and forty-four of this Profession followed; they each wore a silk badge representing the Erie Canal and its Locks. Motto—"Devised by Genius, Performed by Industry"—suspended from two stars, each having five points, with gold lines, representing rays of light darting from the centre, which contained the same device as that represented in the centre piece of the Banner: one of these stars was of red, the other of blue morocco; the latter, being partly covered by the former, showed only the blue gilded points between the red ones. About midway from front to rear appeared a ponderous Volume, preceded by the finishers, John Bradford and Isaac Peckham, it was labelled "Erie Canal Statistics," and was prepared for the occasion; when spread open it measured four feet eight inches by three feet. It was bound in red morocco, and superbly ornamented with gold, in the first style of workmanship, and mounted on a hand-barrow, tastefully decorated, borne by four Apprentices, and supported by four ribbons attached to its upper part, held by four other Apprentices.

Delegates to confer with the Corporation.

Charles Starr, Joseph Foster.

No 25.

BOOKSELLERS, STATIONERS, AND MUSIC DEALERS.

Thomas A. Ronalds, Marshal.

Banner, borne by John I. Rickers, supported by Peter A. Mesier, and Henry I. Megary. A female figure representing Knowledge, dressed in gold coloured robes, holding a lighted torch in her right hand, and partly reclining on a pile of volumes, one of which being open, she points to a passage "On Canals." The lighted torch is significant of the effects of Learning on Science and the Mechanic Arts. The Landscape exhibits a distant view of Lake Erie; in the back ground mountains, and a Canal passing through a cultivated country, to the foreground consisting of Canal Locks a stream of water with a fall and Paper Mill—a City in front view. On the reverse the Motto—"Knowledge is Power."

The Banner was designed by William B. Gilley, Henry I. Megary, and Andrew T. Goodrich, and painted by Henry Inman.

The Booksellers, Stationers, and Music Dealers of the City, Sixty in number, associated for the occasion; each Member wore a broad blue collar over the neck and breast, with an appropriate badge attached thereto.

Thomas A. Ronalds, President of the Association.

Delegates to confer with the Corporation.

Thos. A. Ronalds, Elihu White.

No. 26.

STUDENTS OF COLUMBIA COLLEGE.

Members of the Senior Class acting as Marshals.

John M. Guion, Abraham A. Slover.

Next, after the Booksellers and Stationers, came the Students of Arts of Columbia College, wearing their Collegial robes, and decorated with the insigna of their respective Institutions, the blue and white roses and pendent silver badges of the Philo-lexian and Peitho-logian Societies. "Nothing (says the Report) could more evince the general interest excited by the event celebrated, than the contrasted appearance of this Body with the brilliant Military display which they immediately preceded. With all they could unite their gratulations, upon the accomplishment of a mighty and an advantageous work; yet was it their peculiar pride and boast to recognize in the commencement, progress, and completion of that work, the talent and energy of an individual whose successors they were, in that Literary Institution where he, in his early days, had laid the foundation of his future, his attained pre-eminence. He had merited the appellation of his Country's Benefactor, and if the pride of Greece, with the eminent of ancient cities, thought it nothing derogative to contest the honor of giving birth to a bard, surely there was good cause of proud exultation in being associated with a Clinton, as sons of the same Institution, though he had passed far beyond the threshold, upon which they were now but just treading."

The Procession walked in the following order:—

The Marshals.

A Full Band of Musicians, splendidly arrayed in dresses of scarlet.

The Students of the Freshman and Sophomore Classes.

An elegant Banner, appropriate to the occasion, borne by the Janitor of the College, supported by a Student from the Junior and one from the Sophomore Classes.

The Banner was a large allegorical representation of the Meeting of the Waters of the Lake, River, and Ocean, personated by their presiding Deities; the first of these occupying the foreground was a Water God reclining among the rushes, and leaning upon a vase from which the water appeared to flow; in this attitude he seemed attentively to contemplate the approach of the Ocean Deity from the opposite side, who, attended by Tritons with their marine shells, and grasping his trident, was drawn in his sea-car by foaming sea horses; at a short distance from the God of the Lake, was reclining a Naiad, the personifier of the Hudson, and farther back another Naiad, the ruling Deity of the Canal, was sporting in its waters as it swept around the base of a precipitous mountain which, intercepting its level progress, it ascended by a succession of Locks, through one of which a boat was seen passing, while another borne on the waters of the Canal was just appearing in sight from behind the eminence; another Nymph, representing the Mohawk, was descernible amid a grove of pines, near the summit of the mountain, down the side of which the water from her urn was rushing. The attention of the several Deities appeared to be arrested by the coming of Neptune who, as he approached, was pointing to the scene above, intimating a connexion between it and the object of his visit. The scene to which he directed was this;—upon the mist arising from the Canal sat Minerva, who, having laid aside her ægis, supported in her left hand a Medallion of Clinton, while, with the right, she pointed to a distant view of Columbia College, elevated upon the clouds formed from the rising vapours, and terminating the splendid rays of the Sun, which, through an opening in the mountain, appeared emerging out of the distant waters of the Lake. Above the whole was inscribed the Motto—"Lumina nunc tribuit cui quondam Lumina mater." This Banner, designed and painted expressly for the occasion has since been deposited in the College Library as a momento of the great event celebrated.

The Students of the Junior and Senior Classes closed the rear.

One hundred Students were in the Procession, and a large party went to the Ocean to witness the ceremonies there.

The Banner was designed by J. R. Smith, and painted by Thomas Grenell.

Delegates to confer with the Corporation.

JOHN M. GUION, HEWLET R. PETERS.

No. 27.

STUDENTS OF MEDICINE.

EDWARD PREBLE MARCELLIN, Marshal.

Fifty Medical Students reported.

JOHN F. GRAY, Chairman.
JOHN H. SLOCUM, Secretary.
Delegates to confer with the Corporation.
EDWARD P. MARCELLIN, HENRY E. GRIFFITH.

No. 28.

OFFICERS, &c. OF THE MILITIA.

Major-General MAPES, Senior Officer.

The Officers of the Second and Third Divisions of Infantry, and of the First Brigade of Artillery, with many of the Non-commissioned Officers and Privates of the Artiliery and Light Infantry, amounting in all to Four hundred and ten, appeared in the uniform of their respective Corps. They were provided with an excellent Band of uniformed Musicians, which was stationed in their centre.

Committee of Arrangements.

Major-Generals Morton, Mapes, and Fleming.

Brigadier-Generals Paulding, Benedict, and Mount.

Commissary-General Muir.

Colonels Brett, Spicer, Maxwell, Purdy, Chester, Nichols, Tompkins, J. J. Jones, Colden, Graham, Doughty, and Gracie.

Lieutenant-Colonels Moore, Morris, Booraem, Hewitt, and Stryker.

Major P. M. Wetmore.

Delegates on the part of the Military to meet in General Committee of Arrangements.

Major-General Morton, Major-General Mapes,

Major-General Fleming.

Brigadier-General Benedict, Brigadier-General Mount.

No. 29.

MOST ANCIENT AND HONOURABLE FRATERNITY OF FREE AND ACCEPTED MASONS.

R. W. Mordecai Myers, Grand Marshal.

The R. W. Grand Lodge of Free and accepted Masons of the State of New York, headed by the following Grand Officers:—

The M. W. Martin Hoffman, Esq. Grand Master.

The R. W. Richard Hatfield, Deputy Grand Master.

The R. W. and Rev. Henry I. Feltus, D. D. S. Grand Warden.

The R. W. Matson Smith, M. D. J. Grand Warden.

The R. W. Elias Hicks, Grand Secretary.

The R. W. George W. Heyer, Grand Treasurer.

The R. W. and Rev. Frederick C. Schaeffer, Grand Chaplain.

The R. W. and Rev. Jonathan M. Wainwright, Do.

The R. W. and Rev. James G. Ogilvie, Grand Chaplain.
The R W. and Rev. Archibald Maclay, Do.
The R. W. George W. Rodgers, Grand Sword Bearer.
The R. W. Mordecai Myers, Grand Marshal.
The R. W. William E. Ross, Grand Standard Bearer.
The W. Oliver M. Lownds, Grand Steward.
The W. Edward Higgins, Do.
The W. Watson E. Lawrence, Do.
The W. James Flanagan, Do.
The W. James Wilkie, Senior Grand Deacon.
The W. Jonathan D. Stevenson, Junior Grand Deacon.
Br. Joseph Jacobs, Grand Pursuivant.
Br. Robert Young, Grand Tiler.
Br. Gerrit Lansing, Assistant Grand Pursuivant.

And represented by the Masters, Past Masters, and Wardens of the following Lodges amounting in the whole to Three hundred persons clothed in the emblematical badge of the Order, and decorated with the jewels, hangings, and insignia appurtenant to their respective officers, viz.—

St. Johns, Lodge, No. 1.
Independent Royal Arch Lodge, No. 2.
St. Andrews' Lodge, No. 7.
St. Johns, Lodge, No. 9.
Hiram Lodge, No. 10.
Holland Lodge, No. 16.
Trinity Lodge, No. 39.
Phœnix Lodge, No. 40.
L'Union Francaise Lodge, No. 71.
Fortitude Lodge, No. 81.
Abrams Lodge, No. 83.
Washington Lodge, No. 84.
Adelphi Lodge, No. 91.
Albion Lodge, No. 107.
Morton Lodge, No. 108.
La Sincerité Lodge, No. 122.
Mount Moriah Lodge, No. 132.
Benevolent Lodge, No. 142.
Clinton Lodge, No. 143.
Mechanic Lodge, No. 153.
New Jerusalem Lodge, No. 158.
Concord Lodge, No. 304.
German Union Lodge, No. 322.
Hohenlinden Lodge, No. 338.
Hibernia Lodge, No. 339.
Silentia Lodge, No. 360.
York Lodge, 367.
New York Lodge, No. 368.
Manhattan Lodge, No. 370.
Minerva Lodge, No. 371.

La Fayette Lodge, No. 373. Franklin Lodge, No. 380.
Hoffman Lodge, No. 378. Greenwich Lodge, No. 381.
Eastern Star Lodge, No. 379. Richmond Lodge, No. 384.
Mariners Lodge, No. 385.

Committee of Arrangements.

R. W. Elias Hicks, Grand Secretary. R. W. Mordecai Myers, Grand Marshal.

No. 30.

TINPLATE WORKERS AND COPPERSMITHS.

James Whitty, Marshal.

Assistants.

Peter Swain, Uel West.

Banner, borne by John Hanna, and supported by two master-workmen.—The emblems of the Trade represented—a tin Coffee-pot, a copper Tea-kettle, a Hammer and Mallet. Inscription—"Grand Canal—Tinplate Workers and Coppersmiths."

The Master Workmen followed the Banner.

A Large Car, drawn by four handsome grey horses.—In the centre part of the Car the Five Double Locks at Lockport represented in copper; twenty-four tin Stars on each side of the Locks representing the States in the Union; the boat Lady Clinton ascending and the boat Lady of the Lake descending through the Locks—three other boats lay in the Basin. The locks were filled with water from a reservoir under the Canal by means of a forcing pump. On the right side of the Car a work-bench; two Coppersmiths at work, making a copper tea-kettle. On the left a work-bench, three Tin-plate Workers making a tin oven, (to be presented to the Honourable Richard Riker, Recorder of New-York, as a mark of respect for his politeness to the Mechanics,) a tin Coffee-pot, presented to C. Jennings, of the City Hotel, and a number of articles of minor note presented to the citizens during the Procession. On the front of the Car the Five Double Locks at Lockport, made of tin. On the rear of the Car a small Banner, with the

Inscription—"Grand Canal—Locks at Lockport—Completion of the Erie Canal, October 26, 1825." Cornelius Berrian, Master-Workmen on the Stage ; John Ames, Foreman. The Car was followed by the Journeymen and Apprentices.

Two hundred individuals were marshalled in the ranks of these Trades ; they wore on the left breast as badges, the emblems of the Trade impressed upon white silk.

The Station, in the Procession, assigned to this Association was in rear of the Potters, and preceding the Shipwrights ; they marched in the rear at their own request, as it afforded them a better opportunity of exhibiting the process of ascending and descending in the Locks.

Committee of Arrangements.

Uel West, Chairman.

Joseph R. Simpson,	John Hanna,
Richard Ritter,	John Ames,
James Wilson,	Jacob Table,
John Graham,	James Whitty.

Delegates to confer with the Corporation.

Joseph P. Simpson,	Samuel Nichols.

The Honourable the Corporation of New York, with their invited Guests—

The Governor, Lieutenant Governor, and the other State Officers ;—The Canal Commissioners and Engineers ;—The Committees from the Western Towns, from Albany, and the Towns on the North River ;—The Officers of the Army on this station and from West Point, with their excellent Band ;—The Officers of the Navy ;—The Marine and Nautical Societies ;—Amounting in the whole to Eight hundred persons, joined the Procession at the Battery after the return of the Flotilla from the Ocean.

RECAPITULATION.

Trumpeters.

Marshal of the Day and Aids.

Band of Musicians.

FIRST DIVISION.

No.	*Societies.*	*Marshals.*	*No. in Procession.*
1.	Horticultural Society,	Michael Floy,	65
2.	Tailors,	Isaac Hoogkirk,	180
3.	Inspectors of Pearl Ash, (no Report,)		
4.	Bakers,	C. Mills and P. Brown,	125
5.	Coopers,	James Seguine,	104
6.	Butchers,	Thomas Gibbons,	333

SECOND DIVISION.

7.	Tanners, Curriers, and Leather Dressers,	William M'Alpine,	313
8.	Cordwainers' Society,	J. Lennon and M. Rimball,	450
9.	Combmakers,	Reuben Munson,	80
10.	Hatters' Society,	Joseph Juel,	550
11	Masons,	Chas. T. Pierson,	220
12	House Painters' Society,	John Marsh,	139
13.	Stone Cutters,	A. Debaun and A. Masterson,	180

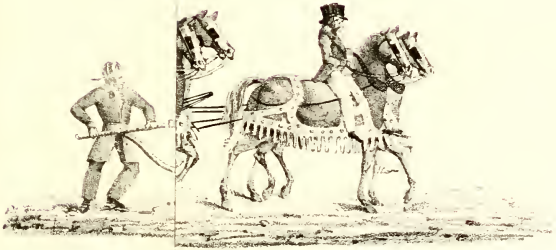
THIRD DIVISION.

No.	*Societies.*	*Marshals.*	*No. in Procession.*
14.	Fancy and Windsor Chairmakers,	D. Lee and G. Nuttman,	200
15.	Potters' Society,	C. Crolius, Jun.	40
16.	Saddlers and Harness Makers,	Henry Storms,	240
17.	Union Society of Shipwrights & Caulkers,	Isaac Webb,	420
18.	Boatbuilders,	John Mount,	80
19.	Whitehall Watermen,	George Howard,	40
20.	Ropemakers,	Thomas Day,	132
21.	Readers Apprentices' Library,	J. C. Vermilye,	200

FOURTH DIVISION.

22.	The Fire Department,	Jameson Cox,	1252
23.	Printers,	Geo. F. Hopkins,	300
24.	Bookbinders,	Charles Starr,	144
25.	Booksellers, Stationers, and Music Dealers,	Thomas A. Ronalds,	60
26.	Students of Columbia College,	John M. Guion,	100
27.	Sudents of Medicine,	E. P. Marcellin,	50
28.	Officers of the Militia,	Maj. Gen. Mapes,	410
29.	Masonic Lodges,	Mordecai Myers,	300
30.	Tinplate Workers and Coppersmiths,	James Whitty,	200
		Total,	6907

The Battery fence, opposite to Greenwich Street, was removed, in order to secure sufficient space for turning the Cars and Stages, no less than twenty-two, of large dimensions, being distributed in the different sections of the Procession. The Coopers had one, the Butchers two, the Tanners, Curriers and Leather Dressers two, the Combmakers one, the Hatters one, the



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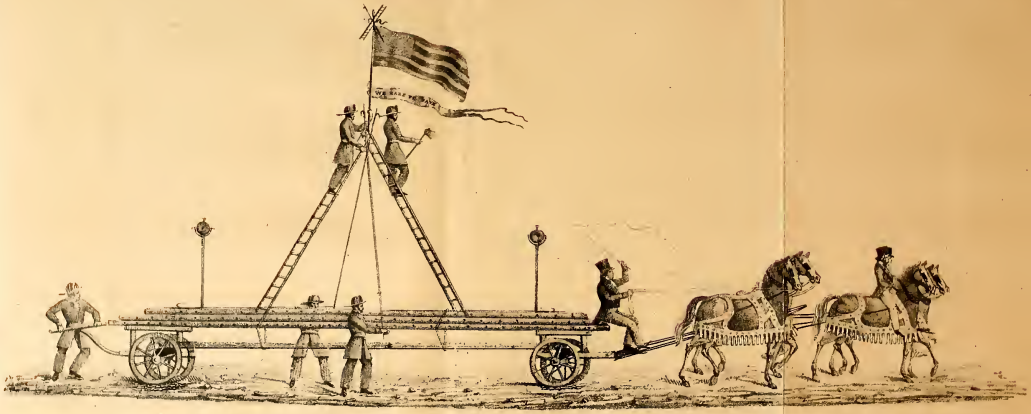

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HOOK AND LADDER COMPANY.

Shipwrights and Caulkers one, the Boatbuilders one, the Whitehall Watermen one, the Rope-makers one, the Fire Department nine, the Printers one, the Tinplate Workers and Copper-smiths one; all of which, together with the decorations of the several other Associations, were designed with great propriety, and prepared in a manner highly creditable to the taste of the respective Committees of Arrangement.

The Column proceeded to the Battery and, returning by the Easterly side of Greenwich Street, continued at a moderate pace, with short intervals when a halt was deemed necessary, to and up Canal Street to its intersection with Chapel Street, which being the position occupied by the rear of the column at the commencement of the march, the Procession was there halted for the purpose of allowing lost distances to be regained, some delay having occurred at the point of turning, on the Battery.

The space that had now been passed over by the Procession exceeded one mile and a half, and was accomplished, including the halts, in one hour and fifteen minutes. To the vast assemblage collected in Greenwich Street the ascending and descending portions of the column, while pssing each other, presented a truly splendid spectacle.

It is deemed needless to dwell longer on the progress of the column, than to state, that it was conducted over that part of the designated route, from the Battery through Greenwich and Canal Streets, Broadway, Broome Street, the Bowery, Chatham and Pearl Streets to the Battery, a distance of four miles and a half, in two hours and fifty minutes. In every part of our route thousands of spectators were assembled to witness the scene, and in repeated instances the Procession was cheered as it passed along.

By means of the Telegraph under the superintendence of Captain John Greene, who promptly complied with the request to transmit and answer our despatches, a constant communication was kept up with Charles Rhind, Esq. commanding the Flotilla, engaged also in the celebration of the day. At fifty minutes past ten the signal was ordered to indicate that the Procession had moved; at seven minutes after one the head of the column reached Pearl Street, at its intersection with Chatham Street; this information was also communicated to the Flotilla; and at forty minutes after one the signal was made, announcing the intelligence that the Procession was in Pearl Street ready to enter the Battery.

Here a halt became necessary in consequence of a deviation from the concerted arrangements, the Flotilla being ordered to approach the British Ships of War, for the purpose of returning the compliment shewn by them, in a second salute, on the arrival of the Fleet from the Ocean.

By thirty minutes past two the Flotilla had passed Governors Island, and was saluted from the Battery, by a detachment from General Benedicts Brigade. At the conclusion of this salute the Procession resumed its march, passing over the paved walk of the Battery to the main avenue leading from the Castle, and along that avenue to Broadway, moving at a slow rate. The head of the column reached the point of separation opposite the South Gate of the Park, at fifteen minutes past three, where the Societies dispersed agreeably to the order, with the greatest regularity, marching alternately by Broadway and Chatham Street, through lanes that were opened in the immense mass here assembled.

The Honourable the Corporation and their guests, who joined the Procession at the Battery in compliance with previous arrangement, followed the column; they proceeded through the Park, conducted by the Marshal of the Day and his Aids, and arrived at the City Hall at thirty minutes past four when three hearty cheers from the collected multitude closed this branch of the Celebration.

I reserve this place to note that, during the day, a very large portion of our population passed under my immediate observation, and that of the Gentlemen associated with me; and it gives me great pleasure to remark that not a solitary instance of riot or disorder of any kind was witnessed by either of us: the same good feeling that animated the Procession appeared to have extended itself to the spectators. It was found necessary, in two instances, to remove obstructions which, had they remained, would have impeded the progress of the large Stages; the request to perform this task was made to individuals in the crowd, by whom it was immediately and carefully executed.

It will be recollected that the Laws of this State prohibit, under a severe penalty, the assembling of armed men within ten days before or during any State Election. The Procession was marshalled on the Fourth of November, the General Election commenced on the Seventh, we were therefore deprived of the aid which would otherwise have been afforded us by the uniformed militia; but then the gratifying proof would have been wanting, that the exhibition of bayonets is not essential to the preservation of order in New York.

It now becomes my duty to state, that the Reports received bear ample testimony to the good feeling which prevailed throughout the Societies and Associations that constituted the Procession, and to their unanimous desire to conduct their respective parts in the Celebration, in a manner that should reflect honour on themselves, and credit on the City. A commendable emulation displayed itself which materially lightened the duty of those who were charged with directing the Procession, and which enabled them to conduct, with an order only inferior to that of disciplined troops, a body of *Six thousand nine hundred* citizens over the prescribed route, in less time than was considered as necessary for the purpose. The greatest regularity and decorum were observed throughout, and it is worthy of remark that not a single accident occurred.

The Societies and Associations, noticed in this Report, are entitled to my warmest thanks for their punctuality in assembling at the time designated, and for their uniformly meritorious conduct while under my directions. The magnificent display produced by their contribution is acknowledged to have been, in every respect, worthy of the great occasion.

My thanks are also due to the saluting party at the Battery, detached from General Benedict's Brigade, to Captain Nefus, of the 11th Regiment, 1st. Brigade, N. Y. S. Artillery, commanding the Detachment, and to his Officers, for the very important assistance rendered by them.

To Colonels Charles King and James J. Jones, Major Nicholas Low, Jun. and Mr. Simon Van Winkle, the Gentlemen who acted as my Aids on the occasion, the greatest praise is due for their unremitted exertions and most efficient services.

I now respectfully submit my Report to the Committee with the remark that it is impossible, by a written statement, to communicate a just idea of the style and splendour of the Procession; but, as the account is strictly accurate in its details, I indulge the hope that it will be found acceptable.

I have the honour to be,

Your obedient Servant,

AUGUSTUS FLEMING.

New York, Dec. 1825.

A VIEW OF THE

Magnificent and Extraordinary

Fire Works

Exhibited on the N.Y. City Hall, on the Evening of the Celebration of THE GRAND CANAL, November 4th 1825

BY RICH.D WILLCOX, ENGINEER, &c.

R. Willcox, Invt. & del.

EXPLANATION.

The City Hall was illuminated with 1542 wax candles, 454 lamps, and 310 variegated lamps; total 2306. — To **eclipse** *effusion of light was not within the powers of ordinary Fire works; — Hence* **extraordinary** *means were employed, — which consi compounded Gerbs, each containing 58 lbs. of brilliant Chinese and Diamond fires, which changed alternately. These fires were su back ground of Spur Fire, which projected 1500 Brilliant Stars, intersecting each other in fanciful directions. During the evening we 320 4lb Rockets; 30-9lb, and 24-20lb Rockets; total 374: with a great variety of minor amusing pieces. The general bursts of applause from a great concourse of citizens afford the best panegyric on the decided superiority of these Fire Works, - both as to Ex* **Grandeur** *and Brilliant Display.*

EXHIBITION OF FIRE WORKS

AT

THE CITY HALL,

BY

RICHARD WILCOX, PYROTECHNIC ARTIST.

In an Exhibition of Artificial Fire Works extraneous light is excluded as far as is practicable, but in the display exhibited at the City Hall, on the evening of the Grand Canal Celebration, it was illuminated by twenty-three hundred and two brilliant lights, consisting of fifteen hundred and forty-two wax candles, four hundred and fifty lamps, (giving effect to a large Transparency) and three hundred and ten variegated lamps, so that the front of the Hall presented a lustre of peculiar splendour and brilliancy, which rendered the task of giving relief to the Fire Works very difficult.

It therefore required extraordinary means to meet this difficulty, which could only be effected by the preparation of such Fire Works as would not only be proportionate to the size of the edifice, but also be capable of counteracting, or rather overwhelming, by their brilliancy, the power of the Illumination.

The artist accomplished this by means of thirteen gerbes (each six inches in calibre, and containing fifty pounds of composition) which alternately changing into Chinese, Diamond, and other fires, produced a most striking effect; whilst these were operating auxiliary works were placed in the rear, and being fired at the same moment, formed a background which gave relief

to the brilliancy of the gerbes, and, at the same time, projected fifteen hundred large fire balls, crossing and intersecting each other at different angles, forming portions of concentric circles. A succession of reports from the powder, while projecting, rendered the discharge similar to *feu de joie*; the effect of this combination was singularly magnificent—sometimes ejecting brilliant sparks in the form of a willow decorated with stars, at others they resembled the poplar, each being accompanied with showers of gold and silver rain. These combinations so far eclipsed the other Illuminations as to draw repeated bursts of applause from an immense multitude of spectators.

The rockets used on this occasion were remarkable for their size and effect. During the exhibition three hundred and twenty rockets of four pounds each—thirty of nine pounds—and twenty-four of twenty pounds were projected—the heads of these tastefully diversified with scrolls, serpents, snails, silver rain, star composition, &c. and were fired from both wings so as to intersect each other in their flight, the larger rockets being discharged at an angle of forty degrees, so as to fall into the North River. These rockets left a beautiful peacocks' tail from the moment of their flight till their disappearance. The manner in which the rods were fixed, was such as to be disengaged in the air, and fall in pieces apart from the case, so that not a single accident occurred. The artist is entitled to the highest credit for the splendid effect he produced, and the great care taken to avoid accidents. It is believed a more magnificent exhibition of Fire-works was never witnessed on this side of the Atlantic.

DE WITT CLINTON.

Engraved by J. W. Longacre from a miniature by G. Catlin

Printed at Albany Decem. 1824.

ADDRESS

OF

GOVERNOR CLINTON

UPON

MINGLING THE WATERS OF LAKE ERIE WITH THE ATLANTIC.

"This solemnity at this place on the first arrival of vessels from Lake Erie, is intended to indicate and commemorate the navigable communication, which has been accomplished between our Mediterranean Seas and the Atlantic Ocean, in about eight years, to the extent of more than four hundred and twenty-five miles, by the wisdom, public spirit, and energy of the State of New York; and may the God of the Heavens and of the Earth smile most propitiously on this work, and render it subservient to the best interests of the human race."

SAMUEL L. MITCHILL M.& LL.D

Late Representative and Senator in Congress & President of the State & County Medical Societies of New York. Professor of Botany & Materia Medica in the University. Surgeon-General of the Militia. President of the Lyceum for Natural History &c.

From the original Painting in the Hall of the New York Literary & Philosophical Society 1821

ADDRESS

OF

PROFESSOR MITCHILL.

The Governor having poured into the Bay the keg of Lake Water, and concluded his observations, Dr. Mitchill was invited by the Recorder, pursuant to the order of business, to perform the next part of the ceremony. This consisted of an effusion of waters from various bottles, derived from several European rivers, significant of the connexion between our North American States, by navigation and commerce, with the countries through which they respectively run; though, in mingling these samples from abroad with the stream of the Hudson, there was a more particular allusion to the trading and social intercourse between New York and the cities on their several banks.

The waters from the Elbe, the Thames, the Seine, and Tagus, having been thus disposed of, though various others were on hand, the solemn act was followed by an address in the following words, from Doctor Mitchill to R. Riker, Esq as the representative of the Common Council and Chairman of the General Committee of Arrangement.

SPEECH OF SAMUEL L. MITCHILL.

"The present is a day memorable in this eventful age. Let it be scored white in the calendar for ever. The celebration now held is a sequel of that which took place a little more than two years ago at Albany; then, in the figurative language allowed to poets and orators, the Lord of the Seas wedded the Lady of the Lakes.

"Man delights in types and symbols. They are often very useful and significant. The ring presented to the bride is a token of her husband's earnest affection and plighted love; a handful of soil, and a cutting from a tree received from the granter of an estate, give rightful possession to a purchaser; the olive-branch is the emblem of peace; in the rite of baptism, the application of pure water to the body is intended to denote the state of the soul under newness of life; and, on the late occasion, the mixture of the briny fluid from the Atlantic, Indian, and Pacific Oceans, with the saltless water of the Canal, was an emblem of the consummated union between the high and mighty parties.

"The imagination possesses a sort of creative power—it can vivify and enliven every thing. Johnson wrote of Shakspeare,

"Each shade of many-coloured life he drew;
"Exhausted worlds and then imagined new."

It is an admirable trait in the constitution of the human mind. Fact, in many instances, acquires illustration from fancy. Fable, ever since the instructive invention of Jotham, and the moral compositions of Pilpay, has been acknowledged to be one of the agreeable and impressive modes of conveying truth; and fiction, even in the grave proceedings of the law, is resorted to for the purpose of happy elucidation.

"Hence the ancients, in consideration of the great importance belonging to rivers, elevated them to the rank of deities, and constructed temples near their sources, where the figure of the presiding one was placed. His posture was that of reclining on an urn, from which water gushed: a grotto was generally the seat of it. Thus, the Tiber, the Nile, the Tigris, the Danube, and the Po, among numerous other streams, were considered as having a tutelary genius of exalted rank, sung by the bards, and even figured by the sculptors. The river-gods were attended by beings of a nymph-like character, called Naiads. It was a modern and happy improvement in these matters to ascribe a female form and attributes, to the chief allegorical personage of the fountains, and to distinguish her by the becoming title already mentioned.

"Under similar impressions it has become customary to portray personified Liberty, with her staff and cap; Hope, with her anchor; Faith, with her cross; Temperance, with her pitchers;

Justice, with her sword and balance; and even Death itself, a negative power, or non-entity, with a dart, and the power to strike. So Time has his scythe and hour-glass; Janus, or Space, his four faces; and the Soul of Man the shape of a butterfly.

"It was no wonder that the Ruler of the Deep should have become enamoured of our incomparable Belle; it was natural enough he should, during the years of assiduity it cost him to win her, have composed stanzas like these—

"On the wings of the wind that Atlantic supplies,
"And the flood of the river as upward it goes,
"I forwarded tributes of tears and of sighs,
"Bidding breezes and waters convey her my woes:
"But wretch that I am! behold Auster return,
"Declaring how weary he threw down his load,
"And the stream which the Hudson effused from his urn,
"Ebb back the whole freight that my fondness bestowed."

"Since the nuptials were celebrated, she has taken time to arrange her lands and tenements, with their appurtenances, and to superintend many internal and domestic concerns of peculiar moment. These, having been completed, she now comes forth, as a lawful and virtuous partner, to behold and possess the domain of her august spouse. This is the liquid expanse now open before us, equal to three-fourths of the surface belonging to the terraqueous globe; in it she has full jointure and dower, which should any pirate, freebooter, or disturber of any kind, dare to invade, the wrong will be avenged by ten millions of freemen, who owe her homage, and are ready to assert her rights, with all the courage, strength, and blood, that may be necessary. These are the citizens who, by that combination of labour and skill called Industry, have rendered the quaking bog arable, and the solid upland navigable.

"She has been received with a most cordial welcome. Her progress through an artificial river, more than three hundred miles long, was unexampled. At her annunciation obstacles of every kind disappeared. Was an excavation necessary for her accommodation?—the rocks disparted and made room. Was an embankment required?—the ground rose to its proper elevation. Were locks and reservoirs necessary to go up and down declivities?—they sprung

into being and performed their functions. What happened to Homer's Juno before, might almost be said to have again befallen this divinity of ours—

"Touched by her secret key the doors unfold;
"Self-closed behind her shut the valves of gold."

Was water demanded to facilitate conveyance?—the ponds and brooks joyfully furnished their stores. During her journey, the voices of freemen all along the line, uttered shouts of gladness. The mouths of cannon told in strong accents her majestic movement. Illumination, song, and dance, honored the dignified march.

"And, what an accompaniment was there? Michigan, and Huron, and Erie sent their flotillas. Greenbay and Chicago now consider Michillimakinac and Detroit, heretofore frontier posts, as but places of refreshment on the voyage. She arrives rich in friends and produce. Never was there an indication of so much wealth and fortune brought by a wife to her husband; the farm, the mine, and the manufactory, send their diversified and invaluable products; and, what is more, cultivated man, in the image of his Creator, attends in his best mood and array, to witness and assist the exhibition.

"Appear then, thou Monarch of the boundless Main, who, being immortal like thy helpmate, never waxeth old, and gaze at the spectacle! a procession through this estuary or arm of thy dominion, in boats, vessels, and floating structures, never equalled in kind or equipment, by any aquatic expedition, for the distance of more than fifty leagues. The sail and the oar were not enough to urge the moving mansions along—the irresistible force of steam was made auxiliary in the work, or rather it may be said to have performed the part of a principal. Such was the appearance that it brought to mind Virgil's notice of the Roman fleets at Actium—

"It seemed as if the Cyclades were free;
"Were raised once more, and floating in the sea."

"Advance, I pray, and salute thy visiter. Thy attention is also solicited, surrounded as thou art by Nereids, with their corals, and by Tritons, with their shells, to the intelligence newly arrived from distant climes.

"Offerings, of amicable meaning, meet us here. The foreign river-gods, on hearing that this celebration was meditated, have begged leave to join their libations to ours. Their petition has been granted.

"The ELBE, whose water has been poured out and united with that of the Hudson, has been informed that his donation was most acceptable; that it was considered a token of the commercial connexion subsisting between the noble rivers; and, that, in the pacific relations of the two hemispheres, it was prophesied, for a long time, there would be no interruption. He was requested to tell the Bohemian, Saxon, Prussian, and Danish Kings,—the cities of Dresden, Hamburg, Altona, Bremen, and all the towns situated on or near his banks, that the kindest feelings existed towards them.

"The THAMES, whose fluid is famous for its potable qualities, as well as for brewing and dyeing, was told that his contribution had been well received and applied. The mingling was understood as the sign of a cement between nations which ought never to have been divided; but having been separated by destiny, ought, nevertheless, always to cultivate the best relations. He was instructed to proclaim from his residence, near the confines of the Severn, to the learned bodies of Oxford—to the Royal House at Windsor—to the commercial and high-minded inhabitants of London—to the naval constructors and heroes at Deptford, Greenwich, and Chatham, and to all others within his reach and influence, that his meaning was perfectly comprehended and duly appreciated.

"The gift of the SEINE, that affords drink to the metropolitans of a most polished and important nation, has been cordially accepted, and similarly employed. His genius has been informed, at his abode, away behind the calcarious basin of Paris and the formation of quartzy-buhr, whence our manufacturers of flour procure the material for their preferable mill-stones, that he was honored in grand form, on this auspicious day.

"The contribution of the TAGUS has been received and disposed of like the preceding samples. A message has been forwarded to his residence, beyond the mountains of Estremadura, to this effect; and he has been instructed to inform the people who speak the Castilian tongue, from Biscay to Andalusia, how we entertain the expectation that the valiant Spaniards may soon experience a happy deliverance from their commotions. A corresponding expression of sentiment has been directed to the Portuguese. To both was extended the sentiment, that as we

might be accommodated with certain productions of theirs, and themselves with certain articles of ours, the parties were sufficiently apprised of the reciprocal accommodation, to forbid, without the gravest cause, even a suspension of the intercourse.

"Turning from the Eastern hemisphere to the Southern section of the Western, the offerings of the Oronoko, the Amazon, and the Plata, entreat an incorporation with our liquid element; their presidents, seated high on the snow-capped and cloud-covered Cordilleras, have been already told that we are not wholly uninformed of the regions their floods penetrate on their route to the vast receptacle of waters; that we hail their emancipation from European dependence; and that we look forward to the time when their almost illimitable countries shall be inhabited by a self-governed and virtuous people.

"In performing those acts of the day, there is another occurrence too memorable to be omitted. As in the celebration of religious rites, the water, in the hands of pious and qualified ministers at the altar, becomes consecrate and holy, so, the several portions of aqueous element employed in these ceremonies have become renovate and republican. Strange as may seem, the operation has not ended here: the virtue infused with them (and although heretofore possessed by our own, never with so strong a tincture) has spread from this spot by a combination of mechanical impulse, chemical attraction, and diffusive propagation, through the whole mass of waters, with an electrical rapidity and a magnetical subtilty, that authorises me to pronounce the *circumfluent Ocean republicanized!*

"It is done!

"Sire! he who now accosts you, has no contrivance to conjure up new associations of ideas, nor to utter them in phrases novel, or unheard before; yet, if he did possess that power, he would tell you how this recently-imparted influence would henceforward co-operate with its phosphorence to render it luminous, and with its salinity to continue it wholesome;—he would portray freedom pervading the billows, and rolling with every wave to the shores, and trace its workings upon the compacted continents and scattered islands comprehended within its embrace. Had he the ability, he would observe that this renovating and regenerating spirit would rise, by exhalation, into the atmosphere, and impart some of its qualities;—that it would impregn the clouds, and descend in rains and dews;—that it would enter the vegetables and animals which constitute the food of the human race;—and that, finallly, the frame of man him-

self would be gradually so modified and mended by it, that at length even the sable and savage tribes dwelling in the tracts bordering on the Senegal, the Gambia, and the Congo, shall lay aside their ferocity, and enjoy, as we ourselves do, LIBERTY UNDER THE GUIDANCE OF THE LAW.

"It does not occur to me that much more remains to be said. It may however, be solicited after this testimony of our allegiance that leave be granted us to depart, that the brilliant assemblage now present, may join their friends and fellow-citizens, occupied during the time we have been here, in processions and rejoicings on shore, and who anxiously wait the communication of the message you may vouchsafe to authorise.

"I pronounce this connection—Blessed; for perpetual and incalculable will be its benefits."

After which Mr. Colden made his communication, &c. &c.

LETTER

FROM

DR. COVENTRY, OF UTICA, TO THE MAYOR OF NEW YORK.

AND

THE MAYOR'S ANSWER.

The following Letter was addressed by Doctor Coventry, of Utica, to his Honor, the Mayor of New York.

To the Honorable the Mayor, Recorder, and Corporation of the City of New York.

"Gentlemen,

"Having been deputed by our fellow-citizens of the West, we beg permission to join with you in celebrating the completion of a work, which has elevated the character of our common country, and which will remain a triumphant trophy, to all the friends of free institutions, of what freemen can accomplish, when their energies are conducted by knowledge and real patriotism; a work which, by uniting the Lakes to the Ocean, within our country, has burst the barrier of the mountains, removed every pretence for sectional jealousy, and created a bond which the hand of time cannot sever. The Erie Canal insures to us a reward for industry, to our posterity an antidote for idleness; to the future inhabitants, the fertile lands of

the West; the incalculable blessings of law, religion, morality and virtue; the legitimate offspring of knowledge and industry. Nor is it, in our estimation, the least valuable of our acquired privileges, to have in the future, our prosperity closely identified with that of this City; our connexion with which has always been our proudest boast; the value of which privilege we have but lately learned justly to appreciate; for in this place we were first taught to believe, that man might live in mass and continue virtuous. We have witnessed (and we confess with wonder) that an immense population may pass a day in rejoicing and festivity, and exhibit a self-respect that forbade even the appearance of vice and depravity. Who, in former times, ever witnessed a scene similar to that of the fourth instant, without observing a single instance of inebriation, or hearing a sound that would shock the chastest ear.

"A visit to your admirably conducted philanthrophic institutions filled us with admiration. We have seen your delinquents, as it were, snatched from perdition and restored to a society, to which instead of being a curse, they may yet become valuable members. We are now fully convinced that the judicious philanthropist may convert a dense population (too often only the sinks of depravity) into the chosen abode of science, industry, and virtue.

"To the enlightened and patriotic Magistracy of this respectable city, we beg leave to tender the acknowledgment of our sincere gratitude, for the unabated attention and unwearied exertions, to render our visit pleasant. We must be permitted most respectfully to assure the gentlemen collectively and individually, that on our return to the bosoms of our families, we bear with us the most lively and permanent sense of their kindness and flattering attentions, and that among the earlier lessons taught our children, will be to cherish an ardent friendship for them. By the completion of the Erie Canal, we esteem her future destiny as placed beyond the control of chance. With sentiments of esteem and respect, we are,

"Your obedient Servants,

"For and in behalf of the Western Committee.

"ALEX. COVENTRY."

November 10, 1825.

The Honorable William Paulding
Mayor of the City of New York in 1824 & 1825.

THE MAYOR'S ANSWER.

City of New York, Mayor's Office, Nov. 17, 1825.

To Alexander Coventry, Esq.

"Sir,

"Your letter in behalf of the Committees deputed by our fellow-citizens of the West, to join with us in celebrating the completion of the Erie Canal has been laid before the Common Council of the City, which has instructed me to acknowledge the receipt of your very friendly and flattering communication.

"The people, and constituted authorities of the City of New York, have felt the most lively gratification in the opportunity afforded them of joining with their brethren of the West in commemorating the final accomplishment of a work, which, while it affords an honorable testimony to the enterprise, skill, and perseverance of the people of the State, secures to them the most important and permanent advantages, and places their prosperity upon the firmest basis.

"The extensive line of internal communication now completed, has more than ever identified the interests of our City with those of the West; and I trust that if there ever has subsisted a feeling of jealousy or rivalship between them, it will be lost in the practical exemplification of that intimate and palpable union of interests, which is now become apparent in the consummation of the event we have just commemorated together. It is hoped that the example of what has been done by the State of New York, alone and unassisted, may induce the sister States to rely upon their own vigour and resources for the completion of similar undertakings, rather than upon a doubtful construction of the Constitution, or the surrender of rights, the loss of which may more than outweigh the benefits derived from their relinquishment.

"The reception given to the Committees was due to their individual characters—to the occasion which procured to us the honor of their visit—to the liberal hospitality and kindness with which they received the representatives of this City at Buffalo—and, above all, to those feelings of brotherhood which, at the moment of celebrating the union of the waters of the Lakes with those of the Atlantic, received, I trust, a new impulse, and produced a more vivid impression—a deeper conviction of the ties of interest, of patriotism, of glory, that it is hoped will ever subsist, not only here, but throughout every portion of our common country.

"Without disclaiming those honors which are justly due to my fellow-citizens, for the manly decorum, the respectable propriety, with which they conducted the ceremonies of the fourth instant, I cannot but express my perfect conviction, that the same decorum would be exhibited, on an occasion appealing so forcibly to their feelings of honorable pride, by all my fellow-countrymen of every community in these United States. At the same time it cannot but be highly gratifying to the citizens of New York, and to their constituted authorities to know, that you and your enlightened associates, have justly estimated the effects of their various public establishments, on the moral condition of the inhabitants. That these, by their humane and corrective influence, extensively contribute to insure domestic tranquillity, and a habitual reverence for the laws, and thus greatly diminish the vices especially incident to populous cities, cannot for a moment be doubted.

"In bidding you, and the respectable Committees in whose behalf you have spoken, farewell, permit me to express my own, and the feelings of those I represent on this occasion, in wishing to you and your colleagues prosperity and happiness.

"I cannot but cherish the pleasing hope that the bond of friendship now happily uniting our fellow-citizens of the South and the West, may be perpetuated by an interchange of benefits, of mutual kindness and confidence.

"WILLIAM PAULDING,

"Mayor of the City of New York."

IN COMMON COUNCIL.

November 10, 1825.

The following Letter was received from Absolum Bull :—

Honorable William Paulding, Jun. Mayor of New York.

"Sir,

"On the day preceding our departure from Black Rock, Judge Porter, of Niagara, forwarded to us four barrels of Apples, raised in his orchard, some two or three hundred yards from the Falls, with a request that they might be shipped on board of the Canal-boat Niagara, and two of them presented to the Corporation of Troy, and the other two to the Corporation of New York, as specimens of the fruit of that country.

"Our boat was however so nearly loaded as to prevent our taking but two of the barrels, one of which we have in conformity to his request, delivered to the Corporation of Troy, and the other we now beg leave to present to you.

"Very respectfully,

"Your obedient Servant,

"ABSOLUM BULL.

"For the passengers of the Niagara."

Whereupon Resolved, That the present be accepted, and that the Clerk return the thanks of the Board for the same.

"*New York, Nov.* 1825.

"SIR,

"The barrel of Apples from your farm at the Falls of Niagara, which you have been pleased to present to the Corporation of the City of New York, have been received, and I have been desired by the Common Council to assure you that they have accepted your present with very great pleasure.

"As an evidence of the fertility of the country, of the facility with which its valuable products may be conveyed to this City, and as a commencement of an interchange of kind offices between the citizens of the West and of New York, your present attaches to itself feelings which give it no ordinary value.

"I am,

"SIR,

"Your obedient Servant,

"J. MORTON.

"AUGUSTUS PORTER, ESQ. Niagara."

TOASTS

GIVEN BY THE CORPORATION ON BOARD THE STEAM-BOATS AS THEY WERE RETURNING FROM THE OCEAN.

First—"The great event which we this day celebrate—it is a proud monument of the genius and patriotism of a free people."

Second—"The State of New York, unaided and alone, has achieved a work which will cover her with imperishable glory."

Third—"Our Sister States of the Union—their interest is our interest and their prosperity our prosperity."

Fourth—"The Sovereignty of the States the palladium of our liberty, and their union the anchor of our Republican Institutions."

Fifth—"The President and Vice President of the United States."

Sixth—"The Senate and House of Representatives of the United States."

Seventh—"The Governor and Lieutenant Governor of the State."

Eighth—"The Senate and Assembly of the State."

Ninth—"The present Canal Commissioners and their Predecessors—they have identified their names with the noblest work of the age, and have secured to themselves the approving voice of their country."

Tenth—"The Canal Engineers and their Associates—their science marked out the path from the Lakes to the Ocean. It is the pride of the Republic to call them her native sons."

Eleventh—"The Fourth of July seventeen hundred and seventy-six, and the Fourth of July eighteen hundred and seventeen. Two great eras. The first gave birth to all that is wonderful and moral in war; the other has produced a stupendous effort of the arts of peace."

Twelfth—"The Union of the Lakes with the Atlantic Ocean—a great link of that chain which is destined to bind together in one common fate all the States of the Republic."

Thirteenth—"Our Friends and Guests."

Fourteenth (given standing)—"The memory of Robert Fulton, whose mighty genius has enabled us to commemorate this day in a style of unparelled magnificence and grandeur."

NARRATIVE.

Boston Harbour
N.E point of Mt Holyoke
Amherst College
Mills

NARRATIVE

OF THE

FESTIVITIES

OBSERVED IN HONOR OF THE COMPLETION

OF THE

GRAND ERIE CANAL,

UNITING THE WATERS OF THE GREAT WESTERN LAKES WITH THE ATLANTIC OCEAN.

BEGUN AT BUFFALO, ON THE TWENTY-SIXTH OF OCTOBER, A. D EIGHTEEN HUNDRED AND TWENTY-FIVE, AND ENDED IN THE CITY OF NEW YORK, ON THE FOURTH DAY OF NOVEMBER FOLLOWING.

PREPARED

AT THE REQUEST OF THE COMMITTEE OF THE CORPORATION OF THE CITY OF NEW YORK.

BY WILLIAM L. STONE.

"Ye shades of ancient heroes! Ye who toiled
"Through long successive ages to build up
"A laboring plan of state; behold at once
"The wonder done!"

Thomson.

NEW YORK.

1825.

GEOLOGICAL PROFILE

EXTENDING FROM THE

Atlantic to Lake Erie

Running near the 43d. N.L. and embracing 5 degrees of Longitude. Taken 1822 & 3 under the direction of the

HON. STEPHEN VAN RENSSELAER, By Amos Eaton.

ENTRANCE OF THE CANAL INTO THE HUDSON AT ALBANY

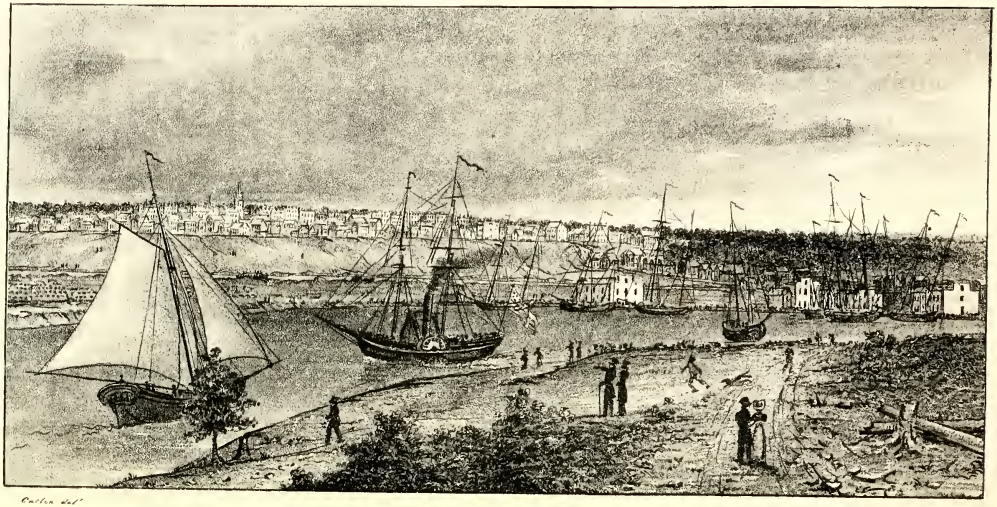
Boston Harbour
Cambridge University
Harvard College
Milton
Hollis
Blue Hills
Roxbury
Dunstable
Grano with accidental imbedded Mica and Talcose Slate
Shirley
Granite
Shrewsbury
Worcester
Leicester
Granite with Hornblende & Mica
Spencer
Porphyritic Granite
South Brookfield
Brimfield
Wales
Monson
Hornblende Rock
Springfield
Williams College
Granite
Mount Toby
Deerfield Mountain
Sugar Loaf
Old Red Sand Stone
Whately
Conway
Mica Slate
Hornblende Rock
Granite with alternations of Granite
Leyden
Plainfield
Savoy
Hoosick Mountain
Adams
Granite
Lime rock alternating with green Hornblende Slate
Mica Slate
Green Mountain Range
Granite
Williamstown Mountain
Lime rock
Lake Hoosick
Petersburgh Mountain
Granite
Troy
Old Red Sand Stone
Hudson River Slate
Lansingburgh
Saratoga
Ballston
Schenectady
Utica
Rome
Onondaga
Onondaga Salt Springs
Skaneateles
Auburn
Cayuga
Seneca
Geneva
Canandaigua
Bergen
Batavia
Genesee River
Lockport
Niagara
Queenston
Grand Island
Buffalo
Lake Erie
White Mountain Range
Transition Series

Williams College
Williamstown Mountain
Little Hoosick
Petersburg Mountain
Grafton
Mount Olympus
Trojan Mt
Hudson River
Boreas Mt
Athens
Nistequa
Alexanders Bridge
Union College
Schenectady
Rotterdam
Flint Hill
Chuctanunda Creek
Schoharie Kill
Stanninge
Rest
Niver
Flat Creek
Hemmans Creek
Canaghaire
Shaghnagat Creek
Fort Plain
Minden
Indian Castle
Danube
Little Falls
Steel's Creek
German Flatts
Myers Creek
Frankfort
Starrle Fockeys Creek
Utica
Whitestown
Oriskany
Paris
Hamilton College
Westmoreland
Verona
Oneida Creek
Lenox
Canastota
Plaster Beds
Canastoga Creek
New Boston
Plaster Beds
Chittenango Creek
Water Lime Stone Beds
Manlius
Limestone Creek
Plaster Beds
Butternut Creek
Plaster Beds
Jamesville
Syracuse
Onondaga Creek
Heidelberg
Plaster Beds
Nine Mile Creek
Skaneateles Creek
Jordan
Auburn
Weeks Basin

VIEW OF THE AQUEDUCT BRIDGE AT ROCHESTER

VIEW OF THE VILLAGE OF BLACK ROCK, FROM THE CANAL. SHORE IN [illegible]

Lewis
Lyons
Clinton
Pittsford
Brighton
Penfield
Perrington
Palmyra
Macedon
Port Gator
Lyons
Rose Port
Sandy Creek
Adolphus
New Port
Oak Orchard Outlet
Wayne
Lock Port
Wrightsville
Youmans Creek
Niagara
Niagara River
Black Rock
Buffalo
Manhattan
LAKE ERIE
Clinton's Ditch
Salt Springs
Salt Springs
Salt Springs



Carlin del.

Tuberti Lith.

BUFFALO FROM THE LIGHT HOUSE.

NARRATIVE.

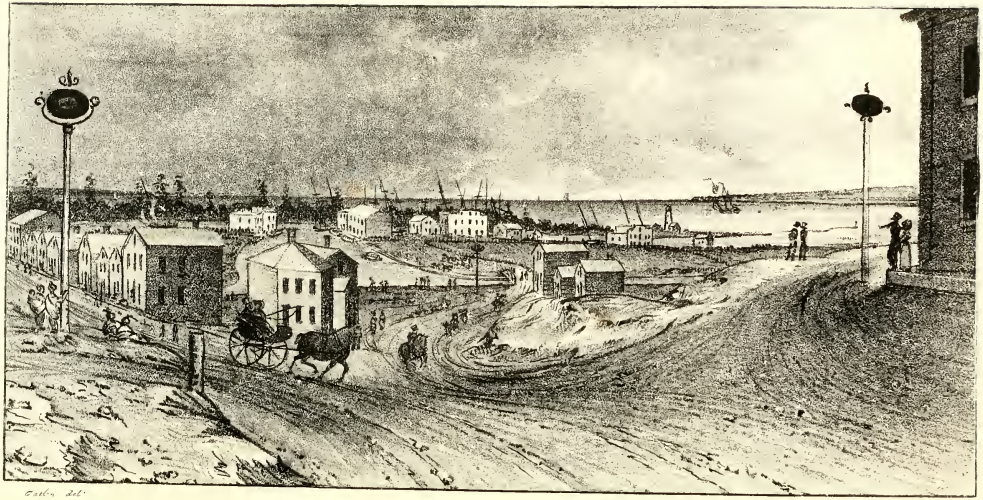
In collecting and arranging for publication, in order to secure, as far as possible, from the ravages of time, or the hazard of accident, the various official documents connected with a celebration, unrivalled, it is believed, both in extent and splendor, it seems befitting that a separate Memoir should be drawn up, which shall combine, in one succinct view, all the leading particulars from the commencement to the conclusion. But to perform this duty with a due regard to accuracy of detail, combining, moreover, a sufficient quantum of descriptive matter to render it interesting, without swelling the Narrative to a much greater length than could be wished, is a task difficult, if not impossible.

It is thought, however, that even prolixity may be pardoned, when we consider the magnitude of the work, and the joy and enthusiasm spontaneously manifested by that people by whose resources and energies it has been accomplished—the people of a SINGLE STATE, in the fiftieth year of its independence, unaided and alone, without foreign revenue, or the imposition of oppressive exactions by the Government. Nor was this joy ill-timed or excessive. For a single State to achieve such a victory—not only over the doubts and fears of the wary, but over the obstacles of nature—causing miles of massive rocks at the mountain ridge to yield to its power—"turning the tide of error as well as that of the Tonnewanta—piling up the waters of the mighty Niagara, as well as those of the beautiful Hudson—in short, causing a navigable river to flow with gentle current down the steepy mount at Lockport—to leap the River of Genesee —to encircle the brow of Irondequot as with the laurel's wreath—to march through the rich fields of Palmyra and of Lyons—to wend its way through the quicksands of the morass at the Cayuga—to pass unheeded the delicious LICKS at Onondaga—to smile through Oneida's verdant landscape—to hang upon the arm of the ancient Mohawk, and with her, after gaily stepping

down the cadence of the Little Falls and the Cahoes, to rush to the embrace of the sparkling Hudson,"—and all in the space of eight short years, was a work of which the oldest and richest nations of Christendom might well be proud.

Intelligence having been received by the Corporation of New York, from the acting Canal Commissioners, that the gigantic work would be completed and prepared for navigation on the twenty-sixth of October, measures were immediately taken by that body, in connexion with the principal cities and villages along its extended line, for the celebration of the event, in a manner corresponding with its magnitude and importance; and in order that our fellow-citizens at the West might be duly apprised of the feelings of the metropolis on the occasion, a Committee, consisting of Alderman King and Alderman Davis, was dispatched to Buffalo, to tender the hospitalities of our City to the several Committees which might be appointed on the route, to participate in the festivities of the occasion. But to guard against the disappointment that might arise from any unforeseen accident, which might have retarded the work beyond the specified time, arrangements were made for the firing of a grand salute, to be commenced at Buffalo, at a given hour, and continued to New York, by guns stationed at suitable points along the whole intermediate distance. The Committee arrived safely at Buffalo, where they were received with a cordial welcome, and found the Canal completed, and every thing prepared for the commencement of the celebration.

Early on the morning of the twenty-sixth of October, the appointed day, the village thronged with the yeomanry of the country, who, alive to the subject, had assembled in vast numbers to witness the attendant ceremonies of the departure of the first boat. At about nine o'clock the public procession was formed in front of the Court House, in which the various societies of mechanics appeared, with appropriate badges and banners to distinguish each; the whole preceded by the Buffalo band, and Capt. Rathburn's Company of Riflemen, and followed by the Committees, strangers, &c. Thus formed, the procession moved through the street to the head of the Canal, where the boat, Seneca Chief, elegantly fitted, was in waiting. Here the Governor and Lieut. Governor of the State, the New York Delegation, with the various Committees from different villages, including that of Buffalo, were received on board, and after mutual introductions in the open air, Jesse Hawley, Esq. delivered an Address, brief, and peculiarly appropriate, in behalf of the citizens of Rochester. He was deputed "to mingle and reciprocate their mutual congratulations with the citizens of Buffalo on this grand epoch." The Canal, as a matter of State pride, was spoken of with much felicity—"A work that will constitute the lever of industry, population,



BUFFALO HARBOUR FROM THE VILLAGE.

and wealth to our Republic—a pattern for our Sister States to imitate—an exhibition of the moral force of a free and enlightened people to the world." Mr. H., at the conclusion of his Address, paid a tribute to "the projectors who devised, the statesmen who assumed the responsibility of the undertaking, at the hazard of their reputation, the legislators who granted the supplies, the commissioners who planned, the engineers who laid out, and the men who have executed this magnificent work;"—their memories are commended to posterity. To this Address a suitable reply was made by Oliver Forward, Esq. in behalf of the citizens of Buffalo.

Every thing being prepared, the signal was given, and the discharge of a thirty-two pounder from the brow of the terrace announced that all was in readiness, and the boats under way! The Seneca Chief, of Buffalo, led off in fine style, drawn by four grey horses, fancifully caparisoned, and was followed by the Superior, next to which came the Commodore Perry, a freight boat; and the rear was brought up by the Buffalo, of Erie. The whole moved from the dock under a discharge of small arms from the Rifle Company, with music from the band, and the loud and reiterated cheers from the throng on the shore, which were returned by the companies on board the various boats. The salute of artillery was continued along from gun to gun, in rapid succession, agreeably to previous arrangements; and, in the short space of one hour and twenty minutes, the joyful intelligence was proclaimed to our citizens.

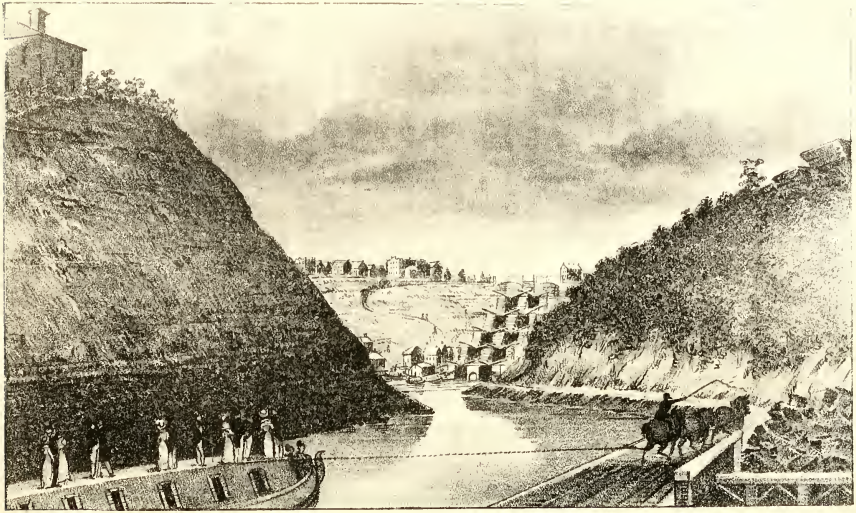
The news having been communicated in the same manner to Sandy Hook, and notice of its reception returned to the City, the return salute was commenced at Fort La Fayette, by a national salute, at twenty-two minutes past eleven o'clock. After the national salute from that fortress, at thirty minutes past eleven o'clock, a repeating gun was fired from Fort Richmond, and followed at Governor's Island and the Battery, at thirty-one minutes past eleven o'clock, A. M; and the sounds of our rejoicing were then sent roaring and echoing along the mountains and among the Highlands, back to Buffalo, where the answer was received in about the same time occupied by the sound in travelling to the Ocean. Meantime, at Buffalo, the festivities proceeded. The boats having departed, the procession returned to the Court House, where a finished Address was delivered by Sheldon Smith, Esq., after which an original Ode, written for the occasion, was sung to the tune of "Hail Columbia." A public dinner succeeded; and the festivities of the day were closed by a splendid Ball, at the Eagle Tavern, where beauty, vieing conspicuously with elegance and wit, contributed to the enlivening enjoyment of the scene.

The Seneca Chief was superbly fitted up for the occasion, and among other decorations her cabin was adorned with two paintings, of which the following is a description.—One was a view of Buffalo Harbour, a section of Lake Erie, Buffalo Creek, and its junction with the Canal, &c.; the whole representing the scene exhibited at the moment of the departure of the Seneca Chief. The other was a classic emblematical production of the pencil. This piece, on the extreme left, exhibited a figure of Hercules in a sitting posture, leaning upon his favourite club, and resting from the severe labor just completed. The centre shows a section of the Canal, with a lock, and in the foreground is a full length figure of Gov. Clinton, in Roman costume; he is supposed to have just flung open the lock gate, and with the right hand extended, (the arm being bare,) seems in the act of inviting Neptune, who appears upon the water, to pass through and take possession of the watery regions which the Canal has attached to his former dominions; the God of the Sea is upon the right of the piece, and stands erect in his chariot of shell, which is drawn by sea-horses, holding his trident, and is in the act of recoiling with his body, as if confounded by the fact disclosed at the opening of the lock; Naiades are sporting around the sea-horses in the water, who, as well as the horses themselves, seem hesitating, as if half afraid they were about to invade forbidden regions, not their own. The artist is a Mr. Catlin, miniature-portrait painter. Besides the paintings, the boat carried two elegant kegs, each with an eagle upon it, above and below which were the words—"Water of Lake Erie." These were filled from the Lake, for the purpose of being mingled with the Ocean on their arrival in New York. The Committee deputed by the citizens of Buffalo, and attached to this boat, was composed of the following gentlemen, viz.—Hon. Judge Wilkinson, Captain Joy, Colonel Potter, Major Burt, Colonel Dox, and Doctor Stagg.

In addition to the boats above enumerated, was another, which, with its cargo, was more novel than the whole. This was "Noah's Ark," literally stored with birds, beasts, and "creeping things." She was a small boat, fitted for the occasion, and had on board, a bear, two eagles, two fawns, with a variety of other animals, and birds, together with several fish—not forgetting two Indian boys, in the dress of their nation—*all products of the West.*

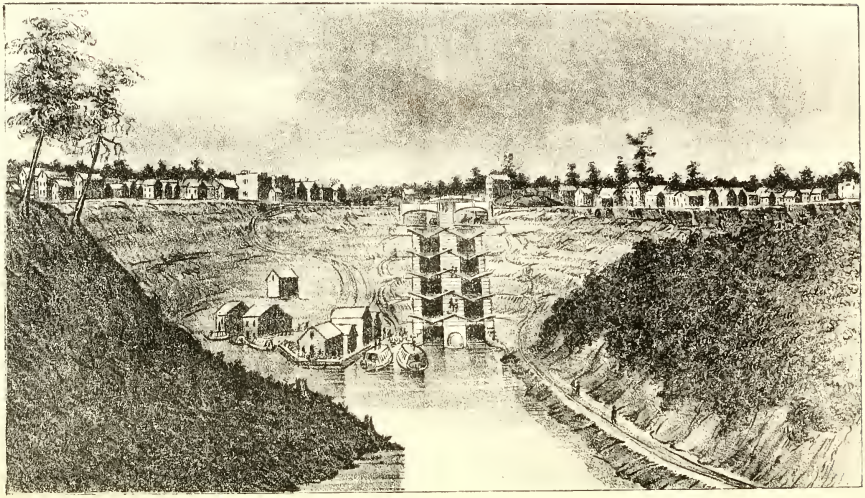
At Black Rock the Celebration was commenced previously to the arrival of the Seneca Chief. Early in the morning a very handsomely fitted boat, called the Niagara, of Black Rock, started down the Canal, with several respectable citizens and some distinguished guests on board.*

* From the mouth of Buffalo Creek, the Canal runs close along the Lake shore to Black Rock, and thence along the Bank of Niagara River to the mouth of Tonnewanta Creek, ten miles from Buffalo, with a descent



Catlin del. Forbes lith. N York

ENTRANCE TO THE HARBOUR, LOCKPORT.



LOCKPORT FROM PROSPECT HILL.

This boat remained at Lockport until the Seneca Chief arrived, when it fell into the rear. The Seneca Chief, with the Governor, Lieutenant-Governor, and the several Committees on board, arrived at a little after ten o'clock, when a salute was fired; the boat remained a few minutes, and when she departed, hearty cheers were exchanged. In the afternoon, a number of gentlemen sat down to an excellent dinner, at which Wm. A. Bird, Esq. presided. A number of good toasts were drunk, and every thing was conducted in a manner creditable to the enterprising citizens.

At Lockport—"the spot where the waters were to meet when the last blow was struck, and where the utility of an immense chain of locks was for the first time to be tested," the Celebration was in all respects such as to do honor to the work itself, and the patriotic feelings of the people. It is here that nature had interposed her strongest barrier to the enterprise and the strength of man. But the massive granite of the "Mountain Ridge" was compelled to yield. The rocks have crumbled to pieces and been swept away, and the waters of Erie flow tranquilly in their place.

At sunrise, on the morning of the twenty-sixth, a salute was fired from the mountain adjoining the locks, and ere long the place was crowded with the citizens of the surrounding country; many individuals, too, from distant parts of this state, and from other states, attended the celebration at this interesting place. At nine o'clock, A. M. a procession was formed, under the direction of General P. Whiting, assisted by Colonel S. Barton, and Major M. H. Tucker, which marched to the grand natural basin at the foot of the locks, where the President and Vice-President of the day, the Canal Commissioners and Engineers, the Visiting Committee, and several distinguished citizens from abroad, embarked on board the packet-boat William C. Bouck; at the same time two hundred ladies were received on board the boat Albany; the rest of the procession embarked in the several boats lying in the Basin. This Basin, connected with the stupendous succession of locks, and the chasm which has been cut through the mountain, is one of the most interesting places on the route, if not in the World, and presents one of the most strik-

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of a half inch in each mile; at the mouth of this Creek is a dam of four feet six inches, and the Canal enters the pond formed by this dam:—this Creek had a descent of only one foot in twelve miles, and the Canal follows the Creek, or rather the Creek forms the Canal these twelve miles, having a tow-path formed along its bank; at the end of this distance, leaving the Creek, a deep cut commences, which extends seven and a half miles, in a North Easterly direction, across what is called the Mountain Ridge, with about three miles of rock, averaging twenty feet in depth, and a descent of a half inch in each mile, to the brow of the mountain.

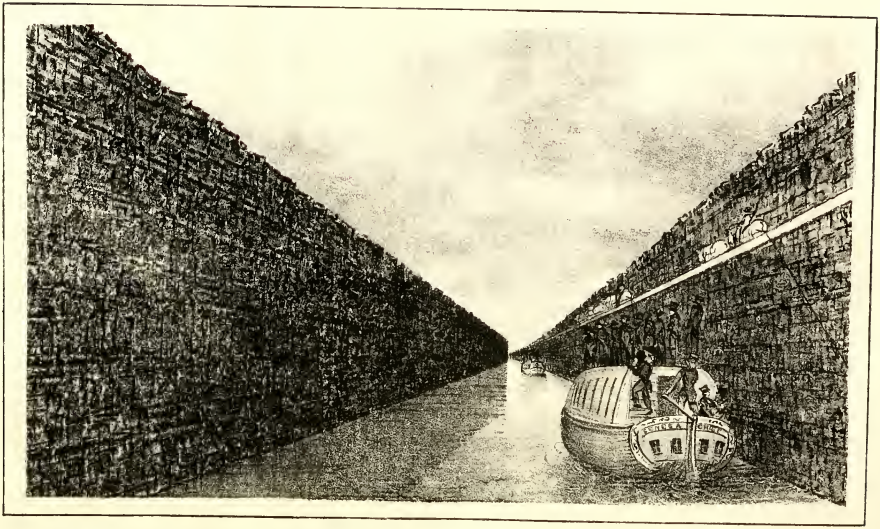
ing evidences of human power and enterprise which has hitherto been witnessed. A double set of locks, whose workmanship will vie with the most splendid monuments of antiquity, rise majestically, one after the other, to the height of sixty-three feet: the surplus water is conducted around them, and furnishes some of the finest mill-seats imaginable. A marble tablet modestly tells the story of their origin; and, without that vanity, which, though frequently laudable, is often carried to excess, imputes their existence to our Republican institutions.

When the grand salute from Buffalo East, had passed, the boats commenced ascending through the locks; and during their ascension they were greeted by a continued discharge of artillery, and the cheers of hundreds of joyous citizens. When the boats had ascended, the Throne of Grace was addressed by the Reverend Mr. Winchell; after which an appropriate Address, "such a one as the great event demanded," was delivered by J. Birdsall, Esq. After the Address the boat started for Tonnewanta Creek. The cannon used on the occasion were those with which Perry conquered upon Erie—the gunner was a Lieutenant who had belonged to the army of Napoleon—and the leader of the band was the cabin-boy of Captain Riley, who suffered with him in his Arabian captivity. During the passage the company were introduced to the venerable Enos Boughton, of Lockport, the pioneer of the Western District—the man who planted the first orchard, and built the first framed barn West of Utica! The procession of boats halted at Pendleton, where it was joined by the boat from Buffalo, having on board the Governor. Lieut. Governor, and the Committees from New York, Albany, and Buffalo, and several other boats. The company then returned to Lockport, where they were received by a discharge of artillery. A well-provided table was spread at the Washington House, to which the guests and citizens repaired.—D. Washburn, Esq., presided, assisted by Messrs. E. Boughton, H. W. Campbell, A. Lexton, and B. Barton, as Vice-Presidents.

Night set in before the expedition left the rugged scenery of Lockport; but continuing on their way the boats were welcomed at Holley, on the morning of the twenty-seventh, by the firing of cannon, and other testimonials of joy. After an Address, the Committee received the congratulations of a number of ladies and gentlemen. At nine o'clock they reached Brockport, where similar ceremonies were observed. The bank of the Canal was for some distance lined with spectators, who received the Committees with the most enthusiastic huzzas, and the discharge of cannon.

At Newport, (Orleans County,) the inhabitants rejoiced in the jubilee on the twenty-sixth ultimo, and expressed their feelings on the occasion by the usual demonstrations. A procession

PROCESS OF EXCAVATION, LOCKPORT.



DEEP CUTTING, LOCKPORT.

was formed at Sickels' Hotel, under the direction of Mr. W Hopkins, Marshal of the day, which moved to the school-house, where a large and respectable audience were highly interested with a pertinent and excellent address by G. W. Fleming, Esq. The procession was again formed, and returned to the Hotel, where a goodly number of gentlemen partook of a superb dinner. After the cloth was removed several patriotic toasts were drunk, accompanied with the discharge of artillery. But the patriotism of the citizens was not exhausted on this occasion; and, on the following day, the procession of boats was received with a hearty welcome.

At ROCHESTER, too, a rich and beautiful town, which, disdaining, as it were, the intermediate grade of a village, has sprung from a hamlet to the full grown size, wealth, and importance of a city, the interesting period was celebrated in a manner equally creditable to the country and occasion. There was considerable rain at Rochester on the day of the Celebration; yet such was the enthusiasm of the people, that at two o'clock, eight handsome uniform companies were in arms, and an immense concourse of people had assembled. The companies were formed in line upon the Canal, and on the approach of the procession of boats from the West commenced firing a *feu de joie*, which was continued until they arrived at the aqueduct,* where the boat called the "Young Lion of the West," was stationed to "protect the entrance." The Pioneer boat on approaching was hailed from the Young Lion, and the following dialogue ensued:—

Question.—Who comes there?

Answer.—Your Brothers from the West, on the waters of the great Lakes.

Q.—By what means have they been diverted so far from their natural course?

A.—By the channel of the Grand Erie Canal.

Q.—By whose authority, and by whom, was a work of such magnitude accomplished?

A.—By the authority and by the enterprise of the patriotic People of the State of New York.

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* After descending the Locks before mentioned, at Lockport, the Canal takes an Easterly direction, about one to three miles South of the Alluvial Way, or Ridge Road, with the descent of a half inch in each mile to the Genesee River, at Rochester—sixty-three miles; in this distance it passes over several aqueducts and deep ravines, and arriving at the Genesee, crosses over that river in a stone Aqueduct of nine arches, each of fifty feet span, and two other arches and aqueducts of forty feet each, one on each side of the river, over the Mill Canals.

Here the "Young Lion" gave way, and "the brethren from the West" were permitted to enter the spacious basin, at the end of the aqueduct. The Rochester and Canandaigua Committees of Congratulation then took their places under an arch surmounted by an eagle, and the Seneca Chief, having the Committees on board, being moored, General Matthews, and the Honorable John C. Spencer, ascended the deck and offered to the Governor the congratulations of the citizens of their respective villages, to which an animated and cordial reply was given. The gentlemen from the West then disembarked, and a procession was formed, which repaired to the Presbyterian Church, where an appropriate prayer was made by the Rev. Mr. Penny, and an address pronounced by Timothy Childs, Esq. The address of Mr. Childs was an able and eloquent performance, clothed with "words that breathe, and thoughts that burn." It was listened to with almost breathless silence, and greeted at its close with three rounds of animated applause. After the address, the company repaired to Christopher's Mansion House, partook of a good dinner, and drunk a set of excellent toasts. General Matthews presided, assisted by Jesse Hawley and Jonathan Childs, Esqrs. At half-past seven, the time fixed for the departure of the guests, the company reluctantly rose from a board where the most generous sentiments were given and received with unequalled enthusiasm, and the Governor and the several Committees were escorted to the Basin, and embarked amidst the congratulations of their fellow-citizens. The celebration was concluded with a grand ball, and a general illumination; and nothing occurred to mar the pleasure of the day. The following gentlemen embarked in the "Young Lion of the West," as a Committee for New-York, viz.—Elisha B. Strong, Levi Ward, O. V. T. Leavett, Wm. B. Rochester, —— Hulbert, A. Reynolds, A. Strong, R. Beach, E. Johnson, and E. S. Beach, Esquires.

Palmyra.—The expedition arrived at Palmyra, on Friday, the twenty-eighth.* In Macedon, about two miles west of this village, an arch had been erected over the Canal, the night pre-

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* After passing the Genesee at Rochester, turning a little to the South, the Canal receives a navigable Feeder, or branch Canal, from the river above the Rapids and Falls, two miles in length, and turns Eastward, two miles, to a Lock of seven feet four inches descent: thence level a quarter of a mile, to a Lock of seven feet four inches descent: thence level a quarter of a mile, to a Lock of seven feet four inches descent; thence level half a mile, to a Lock of seven feet four inches descent: thence level eight and a half miles, to a Lock of eight feet descent, passing by Pittsford: thence level one mile, over the high embankment at Irondequot, and passing on the same level fourteen miles, to a Lock of ten feet descent in the west part of Palmyra: thence level three-quarters of a mile to a Lock descent of ten feet: thence level twelve miles, passing an Aqueduct over Mud Creek,

viously, by Judge Hallett, who has exchanged his pleasant retreat on the borders of the Ontario, for a more conspicuous seat on the line of the Erie Canal. On one side of the arch was written, "Clinton and the Canal," and on the other side, "Internal Improvements." They were addressed, in behalf of the citizens of the village, by Judge Hallett, to whom his Excellency made an appropriate reply. The procession then proceeded to the Hotel, and partook of an excellent breakfast, which had been prepared by Mr. St. John. They departed thence at nine o'clock, A. M., reaching Newark at eleven, A. M. Here they received the greetings of the yeomanry of the surrounding country.

LYONS.—This is a delightful village, and the shire town of the county of Wayne. The expedition approached its confines at about two o'clock, P. M., and was received under a discharge of artillery.* A procession was formed, which repaired to the principal hotel, where congratulatory addresses were reciprocated, and a dinner provided. At this place an address was made to the committee by a deputation, consisting of thirty individuals, from the village of Geneva. They departed from Lyons at four o'clock, P. M., being saluted with cannon, and cheered by huzzas.

At CLYDE, (formerly called the "Block House,"†) near the Western verge of the Cayuga Marshes, refreshments were provided, and a mutual interchange of rejoicings took place. Proceeding onwards the procession entered MONTEZUMA‡ at half-past ten o'clock, P. M. The town

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above the village of Palmyra, and passing the village, to three Locks of eight feet descent each. The "navigable feeder" noticed above, enables boats from the Canal to ascend the Genesee River from seventy to ninety miles above Rochester.

* From the Locks, after passing Palmyra, the Canal runs level six miles to Mud Creek, above the village of Lyons, to a Lock of ten feet descent, and a large stone Aqueduct of three arches, of thirty feet span each, over the Creek. Thence level four and a half miles, to the village of Lyons, and a Lock of six feet.

† Leaving Palmyra, the Canal runs level four and a half miles to a Lock of seven feet descent: thence level four miles to the village of Clyde, and a Lock of five feet descent.

‡ From Clyde to this place, the Canal runs level five miles, to the Western edge of the great Cayuga Marshes, and a Lock of nine feet descent, to the level of the water of Seneca River: thence level through the Canal as formed in the Marshes, and through the water of the River, six and a half miles to Montezuma, on the East side of the Seneca River, and a Lock of seven feet ascent, the first from Lake Erie.

was handsomely illuminated, and a display of fire works was given on their approach. Over the lock was a very pretty illuminated arch, having, on one side, the inscription, "*De Witt Clinton and Internal Improvements.*" On the reverse, "*Union of the East and West.*" At midnight they reached BUCKVILLE, and found the place brilliantly illuminated.

At PORT BYRON, the dawn of the twenty-sixth was ushered in by the firing of cannon. A few minutes past ten, the cannon at Clyde and Montezuma announced the completion of the Canal;—the intelligence was sent on by the cannon at Port Byron, and in one hour and thirty-three minutes, the sound was returned from New York. A procession was formed at one o'clock, which proceeded to the dry dock. On their return, the citizens sat down to a dinner, served up in fine style. Among the articles which graced the table, was a fat ox, roasted whole. R. Watson, Esq., presided, assisted by C. Reed and H Rathbone, Esqrs. The Reverend Mr. Gibbs officiated as Chaplain. On the removal of the cloth the company was briefly and appropriately addressed by C. Reed, Esq., after which many excellent toasts were given. Preparations were also continued for giving a proper reception to the pioneer boats, and conferring due honors upon their passengers. The ladies, always patriotic, were among the foremost in their exertions on the occasion. As the arrival was necessarily in the evening, a ball room was handsomely decorated, and from thirty to forty ladies, arrayed in their sweetest smiles and most beautiful attire, awaited the happy moment when they could "trip the light fantastic toe," with the expected strangers. The bridge was superbly decorated. An arch was sprung its whole length, surmounted with evergreens, and gracefully festooned with the twining ivy, and intertwined with flowers of beautiful and various dies. A large, and well executed transparency exhibited the following inscription:—"*July* 4, 1817"—"*Congratulations of the Village of Port Byron, October* 29, 1825." The boats from the West were welcomed at the bridge by vollies of musketry, and a handsome display of fire works. When they departed, an illuminated balloon was sent up, which rose majestically, and took an easterly direction, along the line of the Canal. A beacon was constantly blazing on the high hill south of the village, and the principal buildings were handsomely illuminated.

At WEEDSPORT, the company from the West were also greeted by a splendid illumination, and the firing of artillery. The Governor, Lieutenant Governor, and the several Committees were escorted to Hanford's, where they partook of refreshments, and received the congratulations of the citizens of Auburn and Weedsport, through the Committees of those places, to which the

Governor replied, and expressed the high satisfaction which his friends and himself experienced at their reception. At this place arrangements had been made for the celebration; but it did not take place, in consequence of an unfortunate accident, by which two valuable young men lost their lives. Shortly after the landing of the gentlemen from the West, a twenty-four pounder was accidently discharged, and Mr. Remington and Mr. Whitman, who were acting as gunners, were instantly killed.

Syracuse.—The floating procession reached this place at two o'clock, P. M., of the twenty-ninth * A very large concourse of citizens had assembled to greet their arrival. The Honorable Joshua Forman, in behalf of the Syracuse Committee, addressed, in highly appropriate terms, the distinguished guests on board. He was replied to by Governor Clinton, in his usual felicitous style. The guests were then escorted to Williston's Mansion House, where a large number partook of an excellent dinner, and drunk many good toasts. Immediately after dinner the guests were escorted to the boat, which proceeded on her voyage, under the discharge of cannon. Judge Forman here joined the Committees as a representative of the village of Syracuse to New York.

Manlius.—The citizens of Manlius and its vicinity, celebrated the event in a praise-worthy manner. At an early hour, a fine battalion of artillery assembled at Fayetteville, under the command of Colonel Thos. Moseley, and marched to Manlius, where at twelve o'clock, salutes were fired, &c. The citizens in procession, preceded by the artillery, then marched to the house of D. B. Bickford, where they fared sumptuously. The company, in the mean time, were addressed in handsome terms, by N. P. Randall, Esq. Silvanus Tousley, Esq., presided,

* From Port Byron, the Canal runs level one and a half miles and a Lock of nine feet ascent; thence level four miles to Buckville, and a Lock of nine feet ascent, with an Aqueduct over Owasco Creek, of four arches, twenty feet each; thence level to Jordan, a Lock of eleven feet ascent, and a stone Aqueduct of three arches over Skaneateles outlet: thence level twelve miles to a Lock of eleven feet descent, and a stone Aqueduct of two arches, thirty feet each, over Otisco Creek: thence level seven miles, passing by Geddesville, to a Lock of six feet descent: thence level, passing by Syracuse, and over Onondaga Creek, by a stone Aqueduct of four arches, thirty feet span each, one and a quarter mile to a Lock of six feet ascent. At this place (Syracuse) there is a lateral Canal, or side cut, of one mile and a half, leading down to the old village of Salina. There are capacious Basins at each end. This Canal is to be connected with Oneida Lake, and thence through the Oswego Canal with Lake Ontario.

assisted by W. P. Haunton, Esq. Nothing occurred to cloud in the least the festivities of the day.*

Rome.—The proceedings at this place on the twenty-sixth. were of a singular character, partaking of joy and sorrow, of chagrin and satisfaction. It will be remembered that the inhabitants of Rome contended for the location of the Canal through their village, instead of the route finally determined on, not so much as a matter of justice to them, as one of expediency and economy. Their hopes were frustrated, and they have never ceased to feel that they have been dealt by unjustly; and to manifest these feelings, they commenced their celebration by forming a procession in front of the hotel, at eleven o'clock, A. M.; uniform companies of citizen-soldiers preceded— immediately after them followed a *black barrel* (filled with water from the old Canal, which passes through Rome,) supported by four men—the citizens followed; and in this order, with muffled drums, they marched to the new Canal, into which they poured the contents of the black barrel. They then, in *quick time*, returned to Starr's Hotel, where they put aside their ill humor, and joined with heart and hand in celebrating the event which had on that day congregated thousands of their fellow-citizens. An excellent dinner was provided, at which Dr. A. Blair presided, assisted by S. B. Roberts, Esq. as Vice-President. Many toasts were given, indicating that the people of Rome, however much they have been disappointed, are not behind any of their fellow-citizens, in appreciating the value of the Canal as a state and national work, and in giving honor "to whom honor is due." On Sunday the thirtieth, the boats from Lake Erie reached Rome, when the citizens visited the Governor, Lieutenant Governor, and the gentlemen on board, reciprocated the usual courtesies, and after a visit of an hour, the boats departed.

At Utica, the boats arrived at half past twelve o'clock on Sunday the thirtieth.† The Committees and high officers in company, were received by a deputation from the village corporation,

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* Five miles North West of Manlius, on the Seneca turnpike, is the village of Orville, which has the benefit of a side cut from the Canal. At the village of Chittenango, also, in the town of Sullivan, there is a lateral Canal of a mile and a half, with four locks of six feet each, opening a water communication to the quarries of gypsum and water-lime.

† At the distance of one mile from Syracuse, (the place of our last note but one), the Canal ascends two Locks of ten feet each. Here commences the long level of sixty-seven and a half miles, passing through the towns

and conducted to church in the afternoon. At eight o'clock on Monday morning, a procession, the most numerous ever known in Utica, including several well-uniformed and disciplined corps of troops, moved from Mr. Shepherd's Hotel to the Academy, under the orders of Col. Smith, where a congratulatory address was delivered by Judge Bacon, in behalf of the citizens of Utica, to which his Excellency Governor Clinton replied. Of the manner in which they were delivered, it was observed, that Judge Bacon, who always does such things well, was never more happy. Governor Clinton was sensibly affected, and delivered his reply with much feeling. The address expressed in a forcible and eloquent manner the congratulations of the citizens of Utica, and paid appropriate and merited compliments to all those who had planned, or assisted, in the execution of the stupendous work. The reply of the Governor contained a well turned and well merited eulogium on the Honorable Judge Platt, who, by his exertions in the Senate, and in the Council of Revision, afforded powerful and efficient aid to the cause of the Canals; and to whom, also, we were first indebted for the favorite and popular expression of "*The Young Lion of the West.*" Judge Platt and Doctor Alexander Coventry here joined the Committees as delegates from Utica, to represent them during the remainder of the fete.

Little Falls.—From Utica to the Little Falls,* a distance of twenty-three miles, the country is rich and populous; but there are no villages at which any combined or formal manifestations of respect for the passing strangers, or joy for the completion of the great work, could be exhibited. Hundreds of the yeomanry, however, flocked to the banks of the Canal; and where groups were collected did not fail to send forth the cordial and loud huzza. Next to

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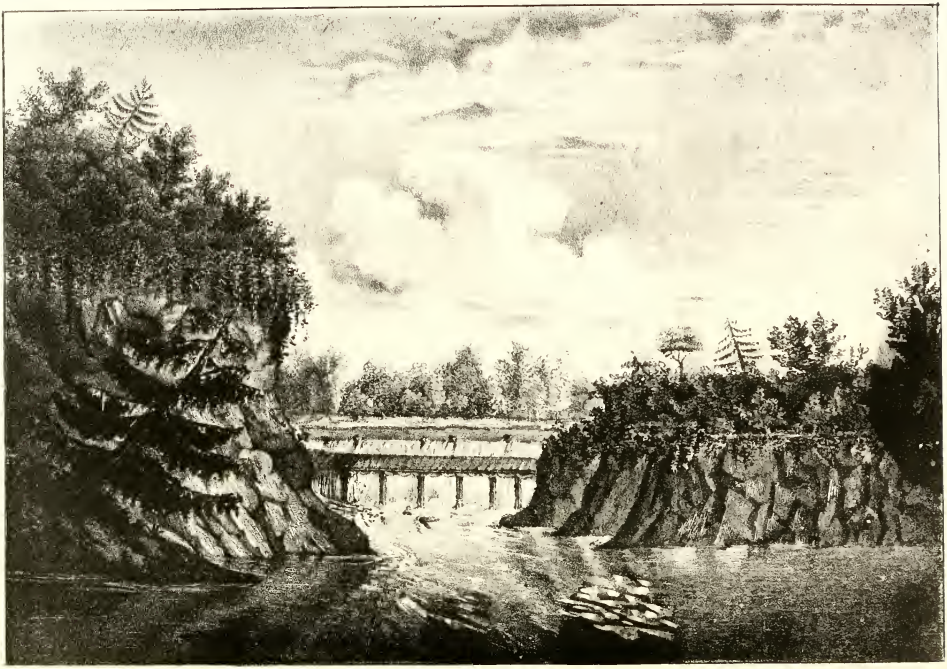
of Salina, in which it commences, Manlius, Sullivan, Lenox, Verona, Rome, &c. to Frankfort in Herkimer County, where it terminates, near Myers' Creek, by a Lock of eight feet descent; on this long level, it passes over the Butternut, Limestone, Chitteningo, Canasaraga, Oneida, Wood, Oriskany, and Sadaquada Creeks, by Aqueducts of various extent, having, in its course, crossed Madison and Oneida Counties, a part of Onondaga, and entered the County of Herkimer.

* From the last mentioned Lock in Frankfort, the Canal runs level one mile to a Lock of eight feet descent: thence level half a mile to a Lock of eight feet descent: thence level two miles and a half to a Lock of eight feet descent, after passing an Aqueduct of two hundred feet in length: thence level a quarter of a mile, to a Lock of eight feet descent: thence level one mile and a half, to a Lock of nine feet descent, into a part of the old Canal, running through a portion of the German Flatts: thence following that Canal one-third of a mile, leaving it and continuing three miles, to a Lock of eight feet descent: thence level three miles, to the head of the Little Falls, whence are five Locks, each of eight feet descent, in the distance of one mile.

the Mountain Ridge, before described, the construction of the Canal at the Little Falls, was the most formidable labor executed. During some mighty convulsion of nature, the waters of the West, at a former period, evidently tore for themselves a passage through what previously had been a barrier of mountain granite. The hills rise on either side to a height of near five hundred feet, and at one point the cragged promontories approximate nearly to the toss of a biscuit. Through this chasm the Mohawk tumbles over a rocky bed, and falls, in the distance of half a mile to the depth of forty feet. The old Canal of the Inland Lock Navigation Company, was constructed on the north side of the Rapids, which affords a far more favorable route. The Erie Canal runs upon the south side, the bed of which was excavated in the solid rock. The view is exceedingly wild and picturesque. Above, the rocks impend in rugged and fearful grandeur; while beneath, the foaming torrent of the Mohawk dashes from rock to rock, until it leaps into a basin of great depth, and then steals tranquilly through the rich vale extending to the falls of the Cahoos The village stands upon the north side, and is connected with the Canal by a stupendous aqueduct, thrown over the river by means of three arches, viz —an eliptical one of seventy feet, embracing the whole stream in an ordinary state of its waters, with one on each side of fifty feet span, elevating the surface of the Canal thirty feet above that of the river. It was already evening when the boats reached this interesting region; but bonfires blazed upon the crags and brows of the mountains, and at the junction of the aqueduct with the Canal, they were met by a Committee, and an able address was delivered by George H. Feeter, Esq., to which a suitable reply was made. The party was then invited over to the village, where a banquet was spread at M'Kinnister's Hotel. Having tarried as long as their time would allow, they took their leave amidst the cheers of the citizens, and departed under a salute of artillery.

Leaving Little Falls, and pursuing their journey in the dead of night, several of the ancient villages, such as Fort Plain, Palatine, &c. were deprived of the opportunity of giving utterance to their feelings; but on the morning of the first of November, which was a clear and delightful day, the people of the intermediate towns, to Schenectady, manifested great joy and enthusiasm, which was proclaimed by every means within their power.*

* From the Little Falls the Canal runs level five miles, to a Lock of eight feet descent, in Danube: thence level four miles to a Lock of eight feet descent: thence level three miles and three quarters, to a Lock of seven feet descent, near Otsquaga Creek: thence level three miles and a quarter, to Canajoharie Village, and a Lock



Drawn on Stone by F. Dupanchel from a Sketch by C. Rhind Esq. Julien's Lithography N.Y.

THE COHOES FALLS FROM THE DAM

At SCHENECTADY, according to the published arrangements, the boats were to have arrived at five o'clock, P. M. of Tuesday. Here, however, it seems there were some "private griefs," which we "know not of," and which induced the publication in the leading paper of that city, of the *projet* of a funeral procession, or some other demonstrations of mourning, and no preparations for the reception were made by the Corporation. Yet it does not follow that there was a general want of good feeling; on the contrary, news was received that the arrival would be some hours sooner than had been anticipated. The result was, that a goodly concourse of people were speedily assembled; some field-pieces were stationed at a suitable point to honor the strangers with a salute, and the "College Guards," were quickly in uniform and on duty. This corps is formed of students in Union College, and appeared in a handsome grey uniform. At about three o'clock the boats hove in sight—they were welcomed by a salute—and the literary soldiers fired a *feu de joie*. The Governor, Lieutenant Governor, and Committees were respectfully received by the principal citizens, and conducted to Given's Hotel, where a well provided table was spread, and the company partook of a dinner, at which Mr. De Graaf presided There were no cheers, nor, on the contrary, any audible murmurs. On the whole it was rather a grave reception. At four o'clock the company re-embarked, and proceeded on their way. A drizzling rain came on; but the College Guards, who accompanied the boats to the street which leads to the buildings of this flourishing University, were not unprovided with a defence; each drew a blanket from his knapsack, and in a moment the graceful youths were metamorphosed in their apparel to the appearance of a band of Indians.

The shades of night set in soon after the boats crossed the aqueduct leading over the Mohawk, into the county of Saratoga. The night was dark and dreary, and a view of the sublime scenery of the Cahoos Falls, and the formidable range of locks by which the Canal descends into the vale of the Hudson, was entirely lost, much to the regret of those who were not already familiar with that region of rich and picturesque scenery. At two o'clock, A. M.,

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of six feet descent: thence level twelve miles, to a Lock of seven feet descent, in Charleston: thence level four miles and a half, to the bank of Schoharie Creek, and a Lock of six feet descent: thence crossing the Creek by a dam three-quarters of a mile, to a Lock of four feet descent, in Florida: thence level three miles, to a Lock of eight feet descent: thence level five miles and a quarter, to two Locks, each of eight feet descent, with a small pond between them: thence level six miles, to a Lock of eight feet descent: thence level three miles, to a Lock of eight feet descent: thence level half a mile, to a Lock of eight feet descent, in Rotterdam: thence three miles level, to the City of Schenectady.

the boats made a halt, and day-light found the company at the half-way house between Troy* and Albany, lately, and for a long time, kept by the heroic landlady, who several years since shot a desperate robber, in the act of plundering her house, in the night.

"The dawn was overcast, the morning lowered
"And heavily in clouds brought on the day
"_____ big with the fate"

of multitudes who had long been anticipating the pleasure of a visit to the capital of the State, and a participation in the festivities of the day. A cold north-west wind, however, soon sprung up, sweeping the mists before it, and rolling away the clouds. The consequence was, that even at this distance from the city, the indications betokened a large assemblage.

The company remained at this spot until near ten o'clock, and, in the mean time, an excellent and plentiful breakfast was served up by the landlord. A message was also received at an early hour, from Major Talcott, commanding the United States Arsenal at Gibbonsville, expressing his regret that the boats should have passed that station so many hours before the expected time, as it had been his intention to honor them with a salute. An answer was returned with an invitation for the Major and his Officers to join the expedition, which was promptly accepted. Departing for Albany, it was soon found that there was a general ingathering in the direction of the ancient capital. The banks of the Canal were lined with people, and the roads were filled with horses and carriages, galloping and whirling towards the scene of the anticipated festivities.

Albany.—At the lock above the mansion of the Patroon (General Stephen Van Rensselaer) the boats were met by Alderman Wyckoff, and Assistant Alderman Hone, of the Committee of the New York Corporation, who were received on board, and the boats proceeding rapidly on,

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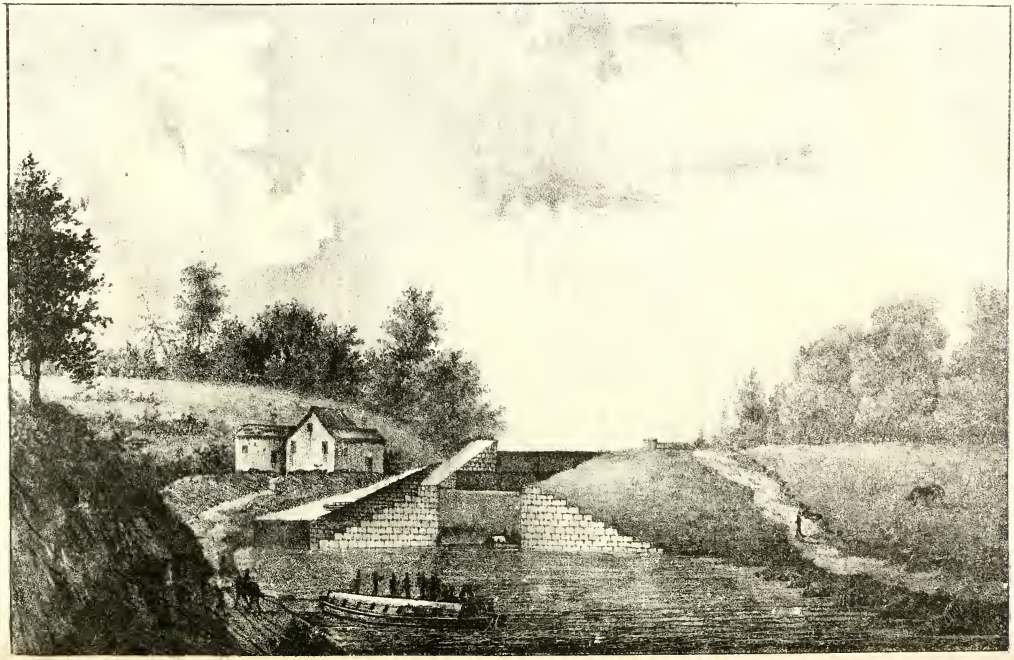
* In Wetervleit, opposite the city of Troy, there is a lateral Canal, or side-cut, which descends by means of two Locks of eleven feet each, into the Hudson, and thus opens that flourishing city to a full participation of the benefits of both the Erie and Champlain Canals.



JUNCTION OF THE NORTHERN AND WESTERN CANALS.

Drawn on Stone by F. Dupré[illegible] from a Sketch by C. Rhind Esq.r

Imbert Lithography N. York

arrived at the last lock at half-past ten, A. M.* Twenty-four pieces of cannon were planted on the pier, from which a grand salute was fired as the boats passed from the Canal into the basin, down which they proceeded, towed by yawls manned by twenty-four masters of vessels, and cheered onward by bands of music, and the huzzas of thousands of rejoicing citizens, who crowded the wharves, the south bridge, the vessels, and a double line of Canal boats, which extended through the whole length of the basin. Having passed the sloop lock, they returned up the river as far as the south bridge. Here the company were received by the city committee, and escorted to Rockwell's Mansion House, where congratulations were exchanged. A procession was then formed under the direction of Maj. Taylor, Capt. Bradt, and W. Esleeck, Esq. in the following order:—Twenty-four cartmen, with carts loaded with western produce, each with a flag designating the articles conveyed;—cartmen on horseback, preceded by their Marshal, R. M'Clintock;—a band of music; Sheriff and Staff; Corporation; Governor and Lieutenant Governor; Canal Commissioners; Engineers and Assistants; Collector of Tolls; Revolutionary Officers and Cincinnati; Surveyor of the Port; Committees; Judicial Officers of the State and of the United States; Secretary of State and Surveyor-General; Attorney General; Comptroller; Treasurer; Adjutant General and Judge Advocate General; Officers of the Army and Navy; Chamber of Commerce; Military Association; Societies; Strangers and Citizens. The procession passed through several of the principal streets, to the Capitol. Here the exercises commenced in the Assembly Chamber, with an appropriate prayer. An

* The Canal continues the same level from Schenectady, four miles, through Niskayuna, to an Aqueduct over the Mohawk River, seven hundred and forty-eight feet in length, between the abutments, supported by sixteen piers, twenty-five feet above the river; and immediately after passing the Aqueduct there are three Locks, each of seven feet descent, in Half Moon, a few rods below Alexander's Mills, and the Bridge: thence level two miles, to a Lock of seven feet descent: thence level one mile and a half to a Lock of seven feet descent: thence level three miles and a half, to a Lock of seven feet descent: thence level five miles, passing over the Mohawk River by an Aqueduct of nineteen hundred and eighty-eight feet in length, between the abutments, resting on twenty-six piers: thence about three miles to four Locks, of eight feet descent each, in Watervleit: thence level one mile and a quarter to a little below the Cahoos Falls, to two Locks, of nine feet descent each: thence one mile and a quarter level, to three Locks, and a descent of twenty-six feet: thence level one mile and a half, to seven Locks, of eight feet descent each; here a Feeder comes in from the Mohawk, and connects the Erie with the Champlain Canal, and there are two Locks, of eleven feet descent each: thence level seven miles, to a Lock of eleven feet descent: thence level one mile and a half, to a point in the rear of the old State Arsenal, where there is a small Basin, and a Lock of eleven feet descent, to the tide waters of the Hudson, and into the great Basin, in the City of Albany. The Locks are ninety feet long between the gates, fifteen feet wide, built of the most durable stone, well cut and coursed, and laid in water-lime. The courses are never less than eight inches faces, very few less than twelve, and from that to thirty inches.

ode was then sung, written for the occasiony by JOHN AUG. STONE, of the Albany Theatre. The vocal arrangements were under the direction of Mr. Harris, Professor of Music, aided by the orchestra of the Theatre. PHILIP HONE, Esq. in behalf of the Corporation of New York, then rose and addressed the Chairman and the assembled citizens. He glanced rapidly at the history of the great work, from its conception to its completion, and in conclusion tendered the congratulations of the Corporation of New York, and declared his instructions to invite the Corporation of Albany, together with the several Committees then assembled, to proceed with the boats to the city which he had the honor in part to represent. In performing this office, he assured them they would be received as welcome guests, and requested to unite with the municipal authorities in the celebration of the joyful event.

When Mr. Hone had concluded, WM. JAMES, Esq., of Albany, in behalf of his fellow-citizens, delivered a congratulatory address. He made a happy allusion to the sensations which the completion of the Canal is so well calculated to excite in the bosom of every intelligent citizen, "an event which associates our respective interests with the glory of our country." The congratulations of the patriotic citizens of Albany, to whose early influence and efficacious assistance, we are so much indebted for the commencement and progress of the great work, were next expressed, and a cordial invitation extended to the stranger-guests to partake in cele brating the auspicious event. Mr. J. then directed the attention of his gratified auditors to those considerations to which a contemplation of the grand work is well calculated to lead the enlightened mind—the resources which it had developed, and which it would continue to call into action—its general benefit, "embracing in its progress the prosperity and welfare of all"—and its influence and consequences upon mankind. Allusion was also made to the state of the western country, "when forests covered the sites of the now splendid towns of Utica, Geneva, Canandaigua, and Buffalo," and "when the dismal and savage trackways led through forbidding forests, where now stand the flourishing towns of Syracuse, Auburn, Rochester, and many other places, celebrated for the elegance and refinement of their inhabitants, the grandeur of their scenery, seats of learning." &c.; and a happy contrast was drawn between their former and present state. A glowing picture of the future greatness and happiness of our western and north-western territories was presented; and the glory of the nation, its territory, its institutions, its wealth, its liberty, and its spirit in local and general improvement, successively furnished themes for the imagination of the orator; who acquitted himself in a manner truly praise-worthy and honorable to those citizens who selected him to deliver their sentiments.

Mr. James having concluded his address, the Committees from the West arose, and with them Lieutenant Governor TALLMADGE, who returned their acknowledgments for the kind manner in which they had been received, in his usual forcible, happy, and eloquent manner.

The Assembly Chamber, in which these exercises took place, was tastefully decorated for the occasion. On the right of the Speaker's chair, hung a portrait of George Clinton, and on his left that of De Witt Clinton. Over the chair hung a full-length portrait of "The Father of his Country," surmounted by the bird of victory grasping his thunder. The benediction was pronounced by the Reverend Mr Lacy; after which the procession again formed, and moved through various streets, to the bridge, which was superbly decorated, to partake of a collation.

At the west end of the bridge was the entrance, composed of five pointed gothic arches, rising above each other on each side of the grand centre arch. Those on the extreme right, and left, were twelve feet in height, and six feet in width, and presented a full view to the spectator. The two intermediate arches on either side of the centre, were fourteen feet in height by seven feet in width, and formed an angle with the others, thus showing a kind of perspective, and causing the centre arch to recede about six feet. The arches were supported by two pilasters, capped with gothic turrets, and the pannels decorated with delicate evergreens, in a style corresponding to that highly ornamental order. The centres of all the arches terminated in richly gilded and appropriate ornaments. The back ground of all, except the centre, was filled with shrubbery, presenting to the view a resemblance to the entrance of a garden. Passing through the arch were found lines of shrubbery fancifully arranged on both sides of the bridge, and forming curves from the arch to the draw-bridge. Standards, bearing the national arms, waved on both sides of the bridge. At the four corners of the draw bridge were erected four masts, forty feet in height, decorated with evergreens, and rigged with flags, arranged as sails, emblematical of the termination of the Canal, and of the commencement of river navigation. Proceeding onward, the guests passed under three circular arches, the centre one of which bore the words, "GRAND ERIE CANAL;" that on the left hand was inscribed, "JULY 4th, 1817;" and that on the right, "OCTOBER 26th, 1825." They were all ornamented in a similar manner, with evergreens, and formed the entrance to an immense hall, covered with an awning, and furnished with two lines of tables, each one hundred and fifty feet in length, and sufficient for the accommodation of six hundred guests. This terminated in an elegant circular marquee, surmouted with the national flag, calculated to contain about sixty persons. One part of the

design struck the writer as remarkably beautiful. The two lines of tables were placed at such distances from the sides of the bridge, as to allow the marshals to conduct the procession, formed in double files, up the centre avenue between the table, to the marquee, and there separating to the right and left countermarching to their respective seats at the table; thus placing the marshals in such a situation as to allow them to form the procession on retiring, in the same order as it entered, without any change of companions on the part of the guests.

The table was filled with a rich collation, consisting of the most choice viands of our climate, with a plenty of the "ruby bright" wines of the best vineyards of Europe. The repast was prepared by Mr. Thomas Welch.

The late Lieutenant Governor Taylor, and Judge Spencer, presided at the table, assisted by Martin Van Buren, Benjamin Knower, John Townsend, Allen Brown, Teunis Van Vechten, Elisha Jenkins, Ebenezer Baldwin, and Richard I. Knowlson, Esquires.

In the evening the Capitol and Theatre were brilliantly illuminated. In front of the Capitol was a large transparency, with the motto—"Peace and Commerce." It represented a wide landscape, exhibiting the varieties of field and meadow, hill and dale. Winding its way through this, was a Canal, on the bosom of which were two boats, drawn by three horses each. Over the door, within the portico, was another transparency, representing an Eagle, with emblems of war and peace. Motto—"1776." Over the stairway, within the great hall, as you ascend to the gallery, were the words—"The Grand Work is Done!" And at the head of the first flight of stairs, hung a broad painting of the Arms of New York, enwreathed with evergreens. The several Committees collected in Albany on this occasion, attended the Theatre in the evening. During an interval between the acts, a beautiful Canal scene, got up for the occasion by Mr. Gilfert, was exhibited and warmly cheered. The representation of locks, canals, &c., with boats and horses actually passing, was admirably done. Between the pieces which composed the evening's entertainment, an ode was recited by Mr. Barrett, in his happiest manner, written for the occasion by James Ferguson, Esq. Thus terminated a day which will long be remembered in Albany as the memorable second of November, eighteen hundred and twenty-five.

Thursday morning arrived, and a more beautiful day never dawned upon our land. It seemed as though a benignant Providence, smiling upon the labors and triumphs of human genius and enterprise, had purposely chained the storms in their caverns. The hour of nine was appointed

for the departure of the fleet, but by some unavoidable delays it was near ten before every thing was prepared. In the meantime the city and surrounding country poured forth its population in immense numbers, to view the beautiful spectacle. There were by thousands and thousands more people out than on the preceding day. The docks, stores, and vessels, along the whole river in front of the city, presented thick masses of people. The several steam-boats formed in their proper order, gorgeously decorated, were ranged in a line, and a brisk north-west wind caused the gay banners and streamers to flutter in the air, so as to be seen to the best possible advantage. And the beauty of the scene was still further heightened by the large columns of steam rushing from the fleet, rising majestically upwards, and curling and rolling into a thousand fantastic and beautiful forms, until mingled and lost in surrounding vapors. Every boat was filled with passengers, and each was supplied with a band of music. The delight, nay, enthusiasm, of the people, was at its height. Such an animating, bright, beauteous, and glorious spectacle had never been seen at that place; nor, at that time, excelled in New York. About fifteen minutes before the departure of the fleet, the Chief Justice Marshall, from Troy, came gaily down the river, as richly decorated as the ship of the Admiral himself, having the Niagara, of Black Rock, in tow. On board of this boat, also, was a fine band, and a large number of the most respectable citizens of Troy. At a given signal, the fleet was under way in a moment; and the Albanians, with long and reiterated cheers, took leave of such a spectacle as their eyes will never more behold.

The fleet consisted of the following steam-vessels, viz.:—The Chancellor Livingston, Capt. Lockwood, under the special direction of Charles Rhind, Esq., acting as Admiral, assisted by Commodore Wiswall, as Captain of the fleet, having in tow the elegant Canal packet-boat, "The Seneca Chief," of Buffalo; the Constitution, Captain Bartholomew, having in tow the Rochester boat "Young Lion of the West."—On board of this boat, among other productions of the West, were two living wolves, a fawn, a fox, four racoons, and two living eagles. Noah's Ark, from Ararat, having the bears and Indians, fell behind, and did not arrive in Albany in season to be taken in tow. Next came the Chief Justice Marshall, Captain Sherman, having in tow the "Niagara," from Black Rock. Then followed the Constellation, Captain Cruttenden; the Swiftsure, Captain Stocking; the Olive Branch, Captain Moore, having in tow the safety-barge, Matilda; and the Richmond, Captain Cochran. The Saratoga, Captain Benson, being a small and swift boat, acted as a tender on the voyage from Albany—landing and taking in passengers from all the boats and landing places. She sported about like a dolphin—now in the wake of

one boat, now along side of another, and now shooting a-head of the whole, with her flags streaming gracefully in the breeze.

The appearance of the fleet from the different points along the shore was gay and animating. As it passed down the river, the boats, constantly varying their relative positions,—the foremost lying by to wait for the others to come up, and all of them decorated with flags and streamers,—presented a grand and splendid spectacle. This was particularly the case among the group of islands between Albany and Coeymans; and the scene from the Admiral's boat, as the passengers looked back among the islands, and along the crooked channels, was truly enchanting. Now a vessel in the richest attire, shot from behind a copse upon some little island,—and now another disappeared behind a second. At times, a boat, at some distance astern, appeared to be swiftly darting across the river; and again, at another point could only be discovered the variegated flags and streamers through the intervening though scattered shrubbery, whose verdure had lost its freshness, and been speckled with pale red and yellow by the early autumnal frosts. And now again, when the broad bosom of the Hudson was unbroken from bank to bank, the whole squadron appeared in line, like a fleet from the dominion of the fairies. Thousands of the inhabitants crowded to the shore to admire and welcome the novel procession. Signal guns were posted on various heights, to give notice of its approach; and salutes from cannon or musketry were fired from every village. At Coeymans, New Baltimore, Kinderhook-Landing, and Coxsackie, great numbers of people were assembled, who cheered the passing multitude. Indeed, after Alexander of Macedon had carried his arms into India, he did not descend the Indus with greater triumph, or make a prouder display.

At Hudson, which is finely situated for such an exhibition, many thousands of citizens had collected. The shores, and the brow of Prospect Hill, were covered with people; and the colonnades of the "round house," were filled with ladies, whose snow-white handkerchiefs fluttered briskly in the breeze. The river here expands to a breadth of nearly two miles. The country on both sides rises gradually from the river—particularly on the west, to the base of the Catskill Mountains. No finer view of these lofty mountains is obtained than at Hudson; and when we include Mount Merino, on the eastern side of the river, with the broad sweep of woods, and meadows, and fields, on either side, the landscape, embracing mountain, wood, and water scenery, uniting at once the sublime and beautiful, is perfect. The frost had changed its soft and early verdure, and decked it in the richly variegated and changing livery of autumn. It was not viewed, however, in a cold and cheerless day, but gazed upon under the genial influence

of a mild autumnal sun, amidst a scene of gaiety and animation which imparted life and beauty and sublimity to all. The Saratoga touched at the dock, where the municipal authorities were in waiting, hoping that the fleet would stop a short time, and allow the committees to go ashore, and partake of a collation which had been provided for the occasion. But time would not permit, and the fleet passed down under a salute of artillery posted on the hills, which was answered from the cannon at Athens, directly opposite.

At Catskill, a salute was fired from the hill behind which, and almost invisible from the river, this busy and thriving village is entrenched. A military company was paraded on the point (so called), and fired repeatedly, while the boats lay to for the Saratoga to take off passengers. The afternoon was fine, and the banners waving gracefully in the breeze, and gaily dancing in the sunbeams, presented a scene of beauty at once novel and picturesque.

While passing Redhoor Landing, where the same curiosity and interest were exhibited by the assembled people, dinner was announced. Alderman King presided, assisted by Alderman Davis, Assistant Alderman Hone, and Alderman Wyckoff, as Vice Presidents. The fare was sumptuous, the wines good, and many a bumper was turned off to the patriotic sentiments elicited by the occasion, intermingled with national and other appropriate songs. Immediately after dinner, a committee from the Chancellor Livingston, (the flag ship,) was put off in a small boat, to pay complimentary visits to the other boats of the squadron, and the like civilities were returned.

Before reaching Hyde Park, evening had thrown her shadows over us; and instead of the gay attire which had rendered the fleet so beautiful by day, the boats were now decorated with lights, each having a different number for the sake of distinction. The flag ship, the Chancellor, bore a great number of lanterns, arranged in the form of a triangle, and must have made a brilliant appearance. And if the spectators on shore had been gratified during the day by views of the flotilla, the passengers on board the latter were now amply repaid by the splendor of bonfires and illuminations along the shore. The first of the kind which was seen, was the mansion of James D. Livingston, Esq., of Hyde Park, the whole front of which was illuminated. Capt. Sherman, moreover, of the Chief Justice Marshall, had timely provided himself with a supply of rockets, which being thrown up at intervals, now sporting through the gloom like a comet, and now bursting and descending in showers of dazzling stars, produced a fine effect. At several points

along the river, bonfires were blazing, and the flash and roar of cannon were seen and heard, which were answered by cheers from the boats and the firing of cannon in return.

As the flotilla approached POUGHKEEPSIE, it was apparent that the citizens of that flourishing village were prepared to welcome it with the warmest demonstrations of joy. Upon an eminence on each side of the landings, huge signal-fires were lighted, which cast a broad red glare over the hills, and gleamed widely upon the waters. The effect, as seen from the water, was very grand. The red light bursting fitfully through the trees as the boats glided by, the human figures moving in every direction athwart the fires, the illuminated buildings, the thunder of cannon, the brilliant moving lights of the steam-boats, all seen and heard in the silence and darkness of night, could not fail to make an impression on every beholder, such as will not soon be forgotten.

At NEWBURGH cannon were fired; the village was partially illuminated, and a committee of congratulation came on board.

At WEST POINT, a salute of twenty-four guns greeted the arrival of the first boats in the line; and another of the same number was fired while the last boats were passing. In the meantime, great numbers of rockets were sent up; and cheers resounded merrily, both from the hills and the boats. During these tokens of rejoicing, some of the boats were busily engaged in receiving on board the officers, as guests of the Corporation; and as soon as this was accomplished, the whole flotilla proceeded with all expedition to New York. The guests and passengers on board now retired, and in the morning awoke opposite the city, to greet the beautiful dawn of a day long to be remembered in the annals of our state and country.

The long expected fourth of November—a day so glorious for the city and state, with all its "pomp and circumstance," came and passed; and the incidents, like the fragments of a splendid vision, are yet floating, in bright and glowing masses, through the imagination. But the pageant was too brilliant, and the scenes too various, for the memory to retain more than certain vague impressions, no less beautiful than indistinct. Those who saw the magnificent scene, will at once admit that it cannot be painted in language; and those who had not that happiness, must content themselves with the assurance, that the best endeavours of the writer to convey to them an adequate idea of its grandeur, will fail. The poet, by giving full sway to his imagination, may perhaps partially succeed in conveying the various impressions imbibed on the

occasion, and some detached parts of the scene might possibly be used to advantage by the painter who unites skill with genius. But we repeat, that the narrative, in humble prose, will fall short of a just representation.

The grand fleet arrived in our waters from Albany before day-light, and came to anchor near the State Prison. The roar of cannon from different points, and the merry peals of our numerous bells, greeted the sun as he rose in a cloudless sky. In a few moments afterwards, signals were given by the flag ship, and the various flags, banners, and other decorations, were ran up as if at the sudden command of a magician. Shortly afterwards, the new and superb steam-boat WASHINGTON, Captain E. S. Bunker, bore proudly down upon the fleet, heaving up the foaming billows as though she spurned the dominion of Neptune. In the language of the Noble Bard—

> "She walked the waters like a thing of life.
> "And dared the very elements to strife."

She bore the great banner of the Corporation, representing in dark figures, the arms of the city upon a snow-white ground. The Washington was an entirely new boat, chartered for the occasion, of large dimensions, beautiful model, and superbly finished throughout,—uniting all the improvements in steam-boat architecture. The design of the tafrail represented the renown of Washington and Lafayette. The centre was a trophy of various emblems—the laurel and the olive—standards—swords—the balance—the caduceus of Mercury, &c. The trophy was surmounted with a bald eagle. Each side of it was decorated with a bust—on the right, that of Washington—on the left, the bust of Lafayette. The former was crowned with the civic wreath and the laurel—the latter with the laurel only. The Genius of America was crowning her hero, and the spirit of Independence, waving the flaming torch, binding the brow of Lafayette. Each of these figures was attended with emblematic medallions of Agriculture and Commerce. The whole was based on a section of the globe, and the background was a glory from the trophy. The corners of the tafrail were each filled with a cornucopia, which gracefully completed the design, on which neither painting nor gilding had been spared to enhance the effect. She ran along side of the Chancellor, and a Committee of the Corporation, with the Officers of the Governor's Guard, came on board to tender his Excellency their congratulations on his arrival in our waters, from those of Lake Erie. In performing this duty, Alderman COWDREY made a handsome and pertinent address, in behalf of the Common Council, to which his Excellency

made a reply in behalf of himself and his associates in the great work, and the several persons and bodies who had been welcomed to the shores and waters of New York, and to whom the hospitalities of the city had been so cheerfully tendered. To the Officers of the Guards, headed by Col. Brett, the Governor also expressed his gratitude and thanks for their prompt attention on the occasion.

This duty having been performed, and there being an hour to spare, the several boats entered their respective docks, and came to anchor at the places assigned them, to give their numerous passengers an opportunity to prepare for the enjoyments of the day agreeably to their various inclinations.

The escorting fleet got under way, and passed the British Sloops of War Swallow Captain Baldock, and Kingfisher, Captain Henderson, dressed for the occasion, and bearing the American flag in company with the cross of St. George. A salute was fired from these ships, which was returned from the fleet.

Not the least pleasing of this morning scene, was the packet-ship Hamlet, Captain Candler, prepared by the Marine and Nautical Societies, appearing at sunrise, in the North River, superbly dressed in the flags of various nations, interspersed with private signals, and the number-flags of the different members. She made a most splendid appearance during the whole day. At eight o'clock, these Societies met on board the steam boat Fulton, Captain R Bunker, lying at Fulton Street Wharf, (East River,) and were conveyed on board of the ship, where Captain J. G. Collins, assisted by his officers, took the command. Commodore Chauncey politely sent an officer and twenty men from the Navy Yard, to assist in the duties of the ship. And before they landed, an excellent collation, prepared for the occasion by the joint committees of the two societies, was spread, of which all on board partook—to the number of one hundred and twenty-five.

At half-past eight o'clock, the Corporation, and their invited guests, assembled in the Sessions Room at the City Hall, and at a quarter before nine, proceeded to the steam-boats Washington, Fulton, and Providence, stationed at the foot of Whitehall Street. At the same place was also stationed the Commerce, Capt. Seymour, with the elegant safety-barge, Lady Clinton. This barge, with the Lady Van Rensselaer, had been set apart by the Corporation, for the reception of the invited ladies, with their attendants. The Lady Clinton was decorated with a degree of taste

and elegance which was equally delightful and surprising. From stem to stern she was ornamented with evergreens, hung in festoons, and intertwined with roses of various hues, China astres, and many other flowers alike beautiful. In one of the niches below the upper deck, was the bust of Clinton, the brow being encircled with a wreath of laurel and roses. Mrs. Clinton, as well as many other distinguished ladies were on board of the barge, which, though the party was select, was much crowded. Capt. Seymour, however, paid every attention to his beautiful charge; every countenance beamed with satisfaction, and every eye sparkled with delight.

A few minutes after nine o'clock, the whole being on board, the fleet from Albany, as before mentioned, led by the flag ship of the Admiral, came round from the North, and proceeded up the East River to the Navy Yard, where salutes were fired, and the sloop of war Cyane, was dressed in the colors of all nations. While here, the flag ship took on board the officers of that station, together with their fine band of music. The officers stationed at West Point, with the celebrated band from that place, having been received on board on the preceding evening, were likewise on board of the Chancellor Livingston. On returning from the Navy Yard, the steamboat Ousatonic, of Derby, joined the fleet. The wharves and shores of Brooklyn, the Heights, and the roofs of many of the buildings, were crowded with people to an extent little anticipated, and only exceeded by the thick masses of population which lined the shores of New York, as far as Corlær's Hook. The fleet having arrived between the East end of the Battery and Governor's Island, was joined by the ship Hamlet, before-mentioned. While the commander was signalling the various vessels, and they were manœuvring about to take their stations, the spectacle was beautiful beyond measure. Long before this time, however, our City had been pouring forth its thousands and tens of thousands; Castle Garden, the Battery, and every avenue to the water, were thronged to a degree altogether beyond precedent. The ships and vessels in the harbor were filled, even to their rigging and tops. And the movements, in forming the order of the aquatic procession, gave opportunity to all, to observe the several vessels in every advantageous and imposing situation. Loud cheers resounded from every direction, which were often returned. Every thing being in readiness, and every boat crowded to the utmost, the fleet, taking a semi-circular sweep towards Jersey City, and back obliquely in the direction of the lower point of Governor's Island, proceeded down the bay in the order detailed in the official report of the Admiral;—each boat and ship maintaining the distance of one hundred feet apart.

The ship Hamlet was taken in tow by the Oliver Ellsworth and Bolivar, and assumed and maintained its place in splendid style. Four pilot-boats were also towed by other steam-boats, together with the following boats of the Whitehall Watermen, all tastefully decorated, viz.— The Lady of the Lake, Dispatch, Express, Brandywine, Sylph, Active, and Whitehall, Junior.

The sea was tranquil and smooth as the summer lake; and the mist, which came on between seven and eight in the morning, having partially floated away, the sun shone bright and beautiful as ever. As the boats passed the Battery they were saluted by the Military, the Revenue Cutter, and the Castle on Governor's Island; and on passing the Narrows, they were also saluted by forts Lafayette and Tompkins. They then proceeded to the United States' schooner Porpoise, Captain Zantzinger, moored within Sandy Hook, at the point where the grand ceremony was to be performed. A deputation, composed of Aldermen King and Taylor, was then sent on board the steam-boat Chancellor Livingston, to accompany his Excellency the Governor, the Lieutenant Governor, and the several Committees from Buffalo, Utica, Albany, and other places, on board the steam-boat Washington.

The boats were thereupon formed in a circle around the schooner, preparatory to the ceremony; when Mr. Rhind, addressing the Governor, remarked "that he had a request to make, which he was confident it would afford his Excellency great pleasure to grant. He was desirous of preserving a portion of the water to be used on this memorable occasion, in order to send it to our distinguished friend, and late illustrious visiter, Major General Lafayette; and for that purpose Messrs. Dunmer and Co. had prepared some bottles of American fabrick for the occasion, and they were to be conveyed to the General in a box made by Mr. D. Phyfe, from a log of cedar, brought from Erie in the Seneca Chief." The Governor replied, that a more pleasing task could not have been imposed upon him, and expressed his acknowledgments to Mr. Rhind, for having suggested the measure.

His Excellency Governor CLINTON then proceeded to perform the ceremony of commingling the waters of the Lakes with the Ocean, by pouring a keg of that of Lake Erie into the Atlantic; upon which he delivered the following Address:—

"This solemnity, at this place, on the first arrival of vessels from Lake Erie, is intended to indicate and commemorate the navigable communication, which has been accomplished between our Mediterranean Seas and the Atlantic Ocean, in about eight years, to the extent of more than

four hundred and twenty-five miles, by the wisdom, public spirit, and energy of the people of the state of New York; and may the God of the Heavens and the Earth smile most propitiously on this work, and render it subservient to the best interests of the human race."

Doctor MITCHILL, whose extensive correspondence with almost every part of the world, enables him to fill his cabinet with every thing rare and curious, then completed the ceremony by pouring into the briny deep, bottles of water from the Ganges and Indus of Asia; the Nile and the Gambia of Africa; the Thames, the Seine, the Rhine, and the Danube, of Europe; the Mississippi and Columbia of North, and the Oronoko, La Plata, and Amazon of South, America. The learned Doctor availed himself of this occasion to deliver the peculiar and interesting address which will be found in this collection, and which so happily illustrates the uses of types and symbols. The Honorable CADWALLADER D. COLDEN then presented to the Mayor the able Memoir upon the subject of Canals and Inland Navigation in general, which forms the first part of the present volume.

Never before was there such a fleet collected, and so superbly decorated; and it is very possible that a display so grand, so beautiful, and we may even add, sublime, will never be witnessed again. We know of nothing with which it can be compared. The naval fete given by the Prince Regent of England, upon the Thames, during the visit of the Allied Sovereigns of Europe to London, after the dethronement of Napoleon, has been spoken of as exceeding every thing of the kind hitherto witnessed in Europe. But gentlemen who had an opportunity of witnessing both, have declared, that the spectacle in the waters of New York so far transcended that in the metropolis of England, as scarcely to admit of a comparison. The day, as we have before remarked, was uncommonly fine. No winds agitated the surface of the mighty deep, and during the performance of the ceremonies, the boats with their gay decorations, lay motionless in beauty. The orb of day darted his genial rays upon the bosom of the waters, where they played as tranquilly as upon the natural mirror of a secluded lake. Indeed the elements seemed to repose, as if to gaze upon each other, and participate in the beauty and grandeur of the sublime spectacle. Every object appeared to pause, as if to invite reflection, and prepare the mind for deep impressions—impressions, which, while we feel them stealing upon the soul, impart a consciousness of their durability. It was one of those few bright visions whose evanescent glory is allowed to light up the path of human life—which, as they are passing, we feel can

never return, and which, in diffusing a sensation of pleasing melancholy, consecrates, as it were, all surrounding objects, even to the atmosphere we inhale!

While the fleet was here at anchor, a deputation from the members of the assembly, from different parts of the state, who were on board one of the steam-boats, as guests of the Corporation, preceeded by CLARKSON CROLIUS, Esq., their Speaker, paid a visit to the Seneca Chief, to reciprocate congratulations with the Buffalo Committee on the completion of the Grand Canal, to which the Legislature, of whom they were members, had made the last and finishing appropriation.

Every thing being made ready for returning to the City, salutes were fired from the Revenue Cutter, the pilot-boats, several of the steam-boats, and from the "Young Lion of the West," who, having prepared himself with a pair of brazen lungs at Rochester, often mingled his roar with that of the artillery with which he was saluted on his passage down. While passing up the Narrows, the passengers on board of the different boats partook of elegant collations. The Corporation, with their guests, dined on board of the Washington—the Mayor presiding, assisted by Aldermen King and Taylor.

When approaching the British armed vessels before mentioned, the latter fired another salute. In consequence of this compliment, a signal was immediately made from the flag ship, and the whole squadron passed round them in a circle. The United States Schooner Porpoise, manned her yards, and gave the Britons three cheers, which were returned. While performing this circular manœuvre, the British bands struck up "*Yankee Doodle;*" in return for which act of courtesy, the American bands, as they passed the other side, successively played "*God save the King.*" Another circumstance connected with these demonstrations of good feeling, must not be omitted. On board of the Swallow, an elegant breakfast was given in honor of the occasion, by her commander, Lieutenant Baldock, to a numerous company of ladies and gentlemen, on which occasion was tastefully displayed a series of elegant and appropriate drawings, in water colours, representing Britannia, Columbia, the Eagle, the Lion, and an English and American Sailor, Neptune, Liberty, and the flags and shields of both nations, all classically arranged, denoting good feeling, fellow-ship, and union of sentiment. There were also, round one of the devices for a tower, two designs of canal basins, with double locks—one as coming through Welch Mountains —the other as through American Mountains of granite; and on their basements were conspicuously inscribed, "CLINTON," and "BRIDGEWATER," in honor of men whose pursuits in each

country were so similar. The whole was designed by J. R. Smith, and executed by him and an assistant.

One reflection occurred to us when the fleet was below the Narrows, which, although it has no immediate relation to the time or the occasion, it may not be amiss to mention. When we viewed the number and tonnage of the steam boats employed, and the countless multitude of passengers borne upon their spacious decks, we could not but reflect upon the facilities of defence which, by means of steam navigation, our city would possess in the event of hostilities with any maritime power, and an attempt upon our lives and property from this direction. There were out upon this occasion, besides other craft of magnitude, no less than twenty-nine steam-boats, each capable of carrying from twelve to twenty-four guns, and from one to five hundred men. And from the readiness with which this force was assembled, and from the rapid multiplication of vessels of this description with the increase of business in our metropolis, there is no doubt, that even at the present moment, fifty boats, with ten thousand men and six or seven hundred guns, might be collected, prepared, and sent to repel an approaching naval armament, in one, or, at most, two days Neither winds nor tides could stay their progress, or control their movements. They could choose their own time, position, and points of attack; and tremendous must be the power that could successfully oppose, and superhuman the skill that could baffle, an expedition of this kind, directed by the hand of valor, and sustained by the unconquerable spirit of freemen!

The head of the land procession, under Major General Fleming, Marshal of the day, assisted by Colonels King and Jones, Major Low, and Mr. Van Winkle, had already arrived on the Battery, where it was designed the whole should pass in review before the Corporation and their guests, and the spectators on board of the other boats, which lay to near the shore, to afford an opportunity of witnessing the cars, and banners, and other decorations of the several societies, professions, and callings, who had turned out in the city in honor of the event commemorated. The Washington and Chancellor Livingston, ran into the Pier No. 1, in the East River, and landed the Corporation and their friends, at the proper time for them to fall into the rear of the procession. The fleet then dispersed, each vessel repairing to its own moorings; and thus, without a single accident to alloy the festivities of the day, ended an agreeable fete, unrivalled in beauty and magnificence, we fearlessly aver, in the annals of the world.

This narrative would probably be considered incomplete, were it not to include a notice of that part of the pageant which was exclusively confined to the city. And yet a minute description can hardly be deemed necessary, since the ample official report of the Marshal of the day is included among the papers collected in this volume. To be as brief as possible, therefore, we will state, in general terms, that the procession through the city, although it could not, from the very nature of things, present to the eye the bright and glowing images which ravished the senses upon the water, was yet such as to reflect the highest credit upon our city, the societies, and individuals, whose patriotism induced them to bear a part, and the occasion which called them forth.

The civic procession was composed of the several benevolent and mechanic societies of our city; the fire department; the merchants and citizens; the officers of the State Artillery and Infantry, in uniform; the literary and scientific institutions; the members of the bar; the members of many occupations and callings not formally organized into societies, accompanied by fine bands of music, exclusively of the Corporation, their associate committees and distinguished guests, who fell in the rear of the procession, as before mentioned, at the Battery. This procession, the largest of the kind ever witnessed in America, commenced forming in Greenwich-street, six abreast, at nine o'clock, A. M.—the right resting in Marketfield-street, near the Battery—and extending to the distance of more than a mile and a half. The line of march was taken up at half past ten. Its first movement was a countermarch of the whole column upon the right wing. By this manœuvre, every society and division was brought into such close approximation with each other, as to afford every individual a distinct view of the whole. The procession moved from Greenwich-street through Canal-street into Broadway—up Broadway to Broome-street—up Broome-street to the Bowery—down the Bowery to Pearl-street—down Pearl-street to the Battery—over the Battery to Broadway—and thence to the City Hall. Along the whole extensive line of march, the spectacle was of a most imposing and animating description. Every society and occupation seemed to have been engaged in a laudable strife, regardless of the expense, to excel each other in the richness of their banners, and the beauty and taste exhibited in their badges and other decorations. Nor had the money of the societies been expended, or the skill of the artists of our city exercised, in vain. For never did a more imposing array of banners, of exquisite design and magnificent appearance, stream and flutter in the breeze. Many of the societies, likewise, had furnished themselves with cars of gigantic structure, upon which their respective artizans were busily engaged in their several occupations. The ornaments of many of these cars were curiously wrought, and they were otherwise beauti-

fully and splendidly decorated. The richest Turkey or Brussels carpets covered the floors of some, whilst the costly gilding of others reflected back the golden rays of the sun with dazzling effulgence.* The eye of beauty, too, gazed with delight upon the passing scene; for every window was thronged, and the myriads of handkerchiefs which fluttered in the air, were only rivalled in whiteness by the delicate hands which suspended them; while the glowing cheeks, the ingenuous smiles of loveliness and innocence, and the intelligence which beamed brightly from many a sparkling eye, proclaimed their possessors worthy of being the wives, mothers, and daughters, of freemen. It was in fine a proud spectacle; but language fails in attempting its description—much more in imparting to paper the sensations which it created. It is not difficult to describe individual objects correctly, but it is impossible to portray their general effect, when happily grouped together. It is amid scenes like these—a faint gleam of which can only be conveyed to the future antiquary or historian—that the mind is absorbed in its own reflections—musing in solitude, though surrounded by the gay and the thoughtless—and literally lost in its own imaginings.

The festivities of the day were closed in the evening by illuminations of the public buildings and the principal hotels, upon many of which appropriate transparencies were exhibited. The illumination of the City Hotel contributed largely to the brilliant appearance of Broadway. Great taste was also displayed in the illumination of the New York Coffee House. The front in Sloat Lane presented a brilliant wreath, encircling the letter "C." The front, in William-street, displayed the words "Grand Canal," in large and glowing capitals. We do not remember to have seen a more original and beautiful method of illuminating, than that adopted at this establishment. Peale's Museum presented a beautiful transparency—rays of glory, containing a motto, illustrative of the dependence of the fine arts upon the success of commerce. Scudder's Museum likewise, was brilliantly illuminated, and a very large and beautiful transparency was exhibited in front. The Park Theatre was illuminated, and also exhibited appropriate transparencies without, while within, an interlude, composed for the occasion by Mr. Noah, with scenery specially prepared for the occasion, was received with great applause. A similar production from the pen of Mr Woodworth, was played at the Chatham Theatre, and was likewise

* For a particular description of the several cars, banners, and badges, the reader is referred to the report of the marshal of the day above alluded to.

well received. The house of Mr. Seixas, in Broadway, was illuminated, and an appropriate transparency, representing Fortune embarking on board of a Canal-boat, loaded with bags of money, and several appropriate emblematical devices, were exhibited. At "the Lunch," a transparency was exhibited representing the Canal-boat "Seneca Chief," receiving on board his Excellency the Governor, the Buffalo Deputation, Indian Chiefs, &c., preparatory to her passage from Lake Erie into the Canal. But the City Hall was the grand point of attraction, and too much praise cannot be given to our Corporation for the great exertions which they made to contribute to the enjoyment and festivities of the day. The City Hall, under their direction, was superbly illuminated, the front presenting a very magnificent transparency, on which were painted interesting views of the Canal, columns with the names of worthies, figures emblematical of the occasion, &c. The fire-works prepared by Mr. Wilcox, far exceeded the public expectation, and were unrivalled of the kind. Such rockets were never before seen in New York. They were uncommonly large. Now they shot forth alternately showers of fiery serpents and dragons, "gorgons, and hydras, and chimeras dire;" and now they burst forth and rained down showers of stars, floating in the atmosphere like balls of liquid silver. The volcanic eruption of fire-balls and rockets with which this exhibition was concluded, afforded a spectacle of vast beauty and sublimity. They were sent up apparently from the rear of the Hall to a great height, diverging like rays from a common centre, then floating for a moment like meteors of the brightest light, and falling over in a graceful curve, presenting a scene magnificent and enchanting. The Park was filled to overflowing; not less than eight or ten thousand admiring spectarors were collected in it to view the splendid display which the Corporation had prepared so munificently for their fellow-citizens.

Thus passed a day so glorious to the state and city, and so deeply interesting to the countless thousands who were permitted to behold and mingle in its exhibitions. We have before said that all attempts at description must be utterly in vain. Others can comprehend the greatness of the occasion; the Grand Canal is completed, and the waters of Lake Erie have been borne upon its surface, and mingled with the Ocean. But it is only those who were present, and beheld the brilliant scenes of the day, that can form any adequate idea of their grandeur, and of the joyous feelings which pervaded all ranks of the community. Never before has been presented to the sight a fleet so beautiful as that which then graced our waters. The numerous array of steam-boats and barges, proudly breasting the billows and dashing on their way regardless of opposing winds and tides; the flags of all nations, and banners of every hue, streaming splendidly in the breeze; the dense columns of black smoke ever and anon sent up from the

boats, now partially obscuring the view, and now spreading widely over the sky and softening down the glare of light and color; the roar of cannon from the various forts, accompanied by heavy volumes of white smoke, contrasting finely with the smoke from the steam-boats; the crowds of happy beings who thronged the decks, and the voice of whose joy was mingled with the sound of music, and not unfrequently drowned by the hissing of the steam; all these, and a thousand other circumstances, awakened an interest so intense, that "the eye could not be satisfied with seeing, nor the ear with hearing." We rejoiced; and all who were there rejoiced; although, as we looked upon the countless throng, we could not but remember the exclamation of Xerxes, and feel that "an hundred years hence, not one of all that vast multitude will be alive." The splendor of beauty, and the triumph of art, serve to excite, to dazzle, and often to improve the condition and promote the welfare of mankind: but the "fashion of this world passeth away:" beauty and art, with all their triumphs and splendors, endure but for a season; and earth itself, with all its lakes and oceans, is only as the small dust of the balance, in the sight of Him who dwells beyond the everlasting hills.

On Saturday, the fifth of November, Mr. Rhind and Commodore Wiswall gave a splendid entertainment to the Committees from the West, and the Captains and Officers of the several steam-boats who had borne a part in the celebration from Albany to this City, and on the preceding day. This entertainment was served on board of the "Chancellor Livingston." It was designed as a plain republican feast, but was nevertheless rich and bountiful, comprising the choicest viands and delicacies of our markets. A number of patriotic sentiments were given, and the company was further cheered and enlivened by appropriate songs. It was indeed a "feast of reason and flow of soul."

On Monday evening, the seventh of November, the festivities of our city were appropriately concluded by a ball, which was given in the Lafayette Amphitheatre, in Laurens-street, by the officers of the militia, associated with a committee of citizens. The circus-buildings, comprising a spacious stage used for dramatic representations, was enlarged by the addition of an edifice in the rear, which had been used for a riding school. These were connected in such a manner as to form an area of much greater extent than that of any other ball-room in the United States, being nearly two hundred feet in length, and varying from sixty to near one hundred feet in width. The usual entrance to the circus from Laurens-street, was closed up, and new entrances opened from Thomson-street, in the rear, through the riding school. The front was brilliantly illuminated, presenting in large letters, formed by bright lamps, extending over the doors across

the building, the words, "The Grand Canal." The whole area within was newly floored for the occasion, and divided into three compartments by the original division of the audience part of the circus, the stage, and the additional building on Thomson-street. Of these we shall speak in order, but briefly. The two tier of boxes were preserved, and decorated for the accommodation of that part of the company which chose to retire and be spectators of the busy assemblage below. Access was obtained to them through a flight of steps in the middle of the boxes, of which the centre one had been removed. The dome in this part of the hall was ornamented with green wreaths, which were appropriately festooned with beautiful and various flowers, sweeping gracefully to the pillars which supported the boxes, terminating at and around them. Above the proscenium were the names of the engineers who have been employed in the construction of the Canal, viz.—Briggs, White, Geddes, Wright, Thomas; opposite these, and in the centre of the circle of boxes, was a bust of Washington, surrounded with evergreens, and around were inscribed the names of the past and present canal commissioners, Hart, Bouck, Holly, De Witt, North, Livingston, Fulton, Clinton, Van Rensselaer, Morris, Eddy, Young, Seymour, Porter, Ellicott.

From the roof, splendid chandeliers added their blaze of light to the numberless lamps which were hung nearly parallel to the upper boxes. Passing into the upper apartment the eye was met by a scene of equal splendor. One side of this room, which is the stage of the Theatre, was formed by a beautiful piece of scenery, representing the interior of an elegant chamber, with proper doors, handsomely ornamented. The other side was occupied by the band of music, who were placed behind a species of turret, on the face of which arches were skilfully painted, and in the distance of which, landscapes were represented. Here was also hung the painting, spoken of near the commencement of this narrative, from the cabin of the canal boat, faithfully representing the whole arrangement at that place. The music of the band which was placed here, was excellent, and we discovered that the bugle notes were those of Willis, of West Point. Our national stripes were suspended from the centre, and tastefully looped up from the extremities of the ceiling, forming a complete circumference of regular semicircles, meeting in a common centre. Here, also, were lamps and chandeliers, and wreaths of flowers, and garlands of roses, and various devices and emblems, highly creditable to the managers. But it was to the third and remaining apartment that the exertions of the committee were directed, and their success was correspondent. So many and so elegant were the decorations, that the writer cannot hope to give them more than a very brief notice, in which he must call upon the imagination of the reader to increase with treble intensity the imperfect

idea given of the splendor of decoration displayed. Imagine in a large hall, collected, and displayed, in one grand view, the flags and emblems, and costly decorations, which, in a continued and scattered procession, called forth such enthusiasm of admiration. Imagine them presented in one overwhelming view, blazing with light, and bright with reflected beauty; and when a proper idea is formed of the complete enchantment of the scene, add to this, in one prodigious mirror, the whole reflected back in trebled brilliancy, doubling the immense area, including the thousand lights that sparkled around, to tenfold greater splendor. And when all this is done, the imagination of the whole scene will be faint to the reality. Floods of light were poured forth from every point, which was glanced back by the glittering array of the military, and a thousand other objects of brilliant reflection.

But entrancing above all other enchantments of the scene, was the living enchantment of beauty—the trance which wraps the senses in the presence of loveliness, when woman walks the halls of fancy—magnificence herself—the brightest object in the midst of brightness and beauty. A thousand faces were there, bright in intelligence, and radiant with beauty, looking joy and congratulation to each other, and spreading around the spells which the loves and the graces bind on the heart of the sterner sex.

It only remains to speak of the ladies' supper-room, which was separated from the large apartment, by flags elegantly festooned, and raised at the given signal. Mirrors, and splendid lights, and emblems, and statues, and devices, beyond the writer's abilities to describe, ornamented this part of the house in common with the rest. Upon the supper table was placed, floating in its proper element, (the waters of Erie,) a miniature canal-boat, made entirely of maple sugar, and presented to Governor Clinton by Colonel Hinman, of Utica. The refreshments were excellent, and considering the vast number who were to partake of them, very plentifully provided. At a seasonable hour the company retired, with memories stored for future conversation, with the events, and decorations, and splendors of "The Grand Canal Ball."

During the visit of the western committees, they received every attention from the Corporation. They were accompanied by committees on visits to our principal institutions, and a dinner was given them at Bellevue. They remained several days enjoying the hospitalities of the city; and when they departed with their boats for the West, they were furnished with a keg of water taken from the "briny deep," for the purpose of being mingled with the waters of Lake Erie.

The keg was handsomely ornamented with the arms of the city, over which were the words, in letters of gold, "*Neptune's return to Pan*," and under the same, the words, "*New York, 4th Nov.* 1825." Upon the other side of the keg were the words, "*Water of the Atlantic.*"

The Seneca Chief arrived at Buffalo, on Wednesday, November the twenty-third, after a quick and prosperous passage. The committee was received with a hearty welcome, and it was resolved to complete the grand ceremonies by mingling the waters on Friday the twenty-fifth. Accordingly, on that day, a large and respectable number of ladies and gentlemen, with the village band of music, repaired on board the boat, at the upper dock, and were towed from thence through the basin into the Lake, by several yawl boats, which were politely furnished by the masters of the different vessels then lying at the wharves. At ten o'clock, A. M., the ceremony of mingling the waters, under a salute from Captain Crary's artillery, was performed by Judge Wilkeson, who delivered an appropriate address on the occasion; after which the boat was towed back to the dock, and the company dispersed with all those feelings of gratification which the interesting ceremony was calculated to produce. In the evening, the gentlemen of the village assembled at the Eagle Tavern, and unanimously passed sundry resolutions expressive of their sincere acknowledgments for the polite and hospitable treatment their committee had received from the corporation and citizens of New York and Albany, and the respective villages along the whole line of the Canal.

Thus was the proud festival and the attendant ceremonies concluded. And thus has closed one of the greatest, happiest, proudest, most propitious scenes, our state has ever witnessed. Excepting that day on which she joined the national confederacy, there is none like it. What visions of glory rush upon the mind, as it attempts to lift the curtain of futurity and survey the rising destiny of New York through the long vista of years to come! For, whatever party rules, whatever political chief rises or falls, agriculture, manufactures and commerce, must still remain the greatest of our concerns; and by the opening of the Canal, these three great vital interests are all most eminently promoted. What a wide spread region of cultivated soil has already been brought within the near vicinity of the greatest market on our continent! How many manufacturing establishments have had the value of every thing connected with them doubled by this "meeting of the waters!" How vastly have the internal resources of this metropolis been in one day practically extended! Without adverting to the cheering prospects of future times, how much has been already effected at this present hour, in the enhancement of the total value of the whole state! If we justly consider the Hudson, flowing through the densest

population and best cultivated territory, an invaluable blessing, and indeed, a leading feature of our local advantages, what must be the opening of a *new* and *additional river*, twice the navigable length of the Hudson, and traversing a region, whose population and agricultural wealth will soon rival, and even surpass, those of its banks? A river which, in one year more, will carry our trade to the foot of the Falls of St. Mary, and will eventually give us access to the most remote shore of Lake Superior!

The authors and builders—the heads who planned, and the hands who executed this stupendous work, deserve a perennial monument; and they will have it. To borrow an expression from the highest of all sources, "the works which they have done, these will bear witness of them." Europe begins already to admire—America can never forget to acknowledge, that THEY HAVE BUILT THE LONGEST CANAL IN THE WORLD IN THE LEAST TIME, WITH THE LEAST EXPERIENCE, FOR THE LEAST MONEY, AND TO THE GREATEST PUBLIC BENEFIT.

TERMINATION

OF THE

GRAND CANAL CELEBRATION.

Extract from the Buffalo Journal, Nov. 29, 1825.

RETURN OF THE SENECA CHIEF TO BUFFALO.

This boat arrived in our harbor, from the Atlantic, on Wednesday the twenty-third instant, after a pleasant and quick passage, laden with a rich cargo of merchandize from New York, having on board a goodly number of passengers, a healthy crew, and an elegant keg filled with water taken from the "briny deep," which was presented by the Corporation of New York to the citizens of this village, for the purpose of being mingled with the waters of Lake Erie. This keg was handsomely ornamented with the arms of the city, over which were the words, in letters of gold "*Neptune's Return to Pan*," and under the same, the words "*New York, 4th Nov.* 1825." Upon the other side of the keg were the words "*Water of the Atlantic.*"

After welcoming the return of the boat, with the Buffalo Committee, it was resolved that the ceremony of mingling the waters should take place on Friday, the twenty-fifth instant. On that day a large and respectable number of ladies and gentlemen, with the village band of music, repaired on board the boat, at the upper dock, and were towed from thence through the basin into the Lake, by several yawl boats, which were politely furnished by the masters of the dif-

ferent vessels then lying at the wharves. At ten o'clock, A. M. the ceremony of mingling the waters, under a salute from Captain Crary's artillery, was performed by Judge Wilkeson, who delivered the following address :—

"FELLOW-CITIZENS,

"The joyful event of the completion of the Erie Canal was a few days since announced to us, since which we have heard or witnessed the congratulations of a grateful people, and the honors which seem, by a simultaneous impulse, to have been awarded to the founders of this great work.

"The delegation sent by you, in the first boat from the Lake, to receive and reciprocate the civilities upon the borders of the Canal and the Hudson, have performed the duties assigned to them, and from the Western Seas to the Atlantic, have had the gratification of beholding all the evidences of public gratitude, which could be elicited by one continual round of joy and festivity.

"It would be ungrateful in the Committee, not to notice the hospitality which distinguished their reception at the great commercial emporium of our country. There, in pursuance of arrangements marked with peculiar splendor and magnificence, the waters of the Lake were mingled with those of the Ocean; and we, in return, now unite those of the Ocean with the Lake.

"This, fellow-citizens, closes the ceremonies which have grown out of an event hereafter to be held in grateful remembrance, and commemorated by annual demonstrations of gratitude, as one of the most important which has distinguished the history of mankind, and one from which not only the present, but generations yet unborn, even to the latest posterity, are to derive innumerable blessings."

After which the boat was towed back to the dock, and the company dispersed, with all those feelings of gratification which the interesting ceremony was calculated to produce. In the evening, the gentlemen of the village assembled at the Eagle Tavern, and unanimously expressed the following sentiments :—

"Resolved,—That the citizens of this village do with unfeigned pleasure tender to the Corporation and citizens of New York, their sincere acknowledgments for their very polite and hospitable treatment to the Committee from this place, in the late celebration.

"Resolved,—That the Corporation, Committees, and citizens of Albany, are entitled to the like thanks and acknowledgments, for their highly esteemed and patriotic conduct on the same occasion.

"Resolved,—That it is due to the different Committees and citizens of their respective villages on the whole line of the Canal, who were engaged in the late proud celebration, to acknowledge the exceeding kindness and hospitality to the Committee and guests on board the "Seneca Chief," while performing her first voyage from Lake Erie to the Atlantic."

VOTE OF THANKS.

IN COMMON COUNCIL.

Monday, Nov. 21, 1825.

Resolved unanimously,—That the thanks of the Board be presented to the Grand Marshal Major General Fleming, for the very able manner in which he conducted the Civic Procession through the City.

And as a further mark of respect, It is ordered, that a Silver Medal, a Box, and a Copy of the Memoir of Mr Colden on the New York Canals, be presented to him, and to each of his Aids, in the name of the Corporation.

Resolved unanimously,—That the thanks of the Board be presented to Charles Rhind, Esq. for the very able manner in which he conducted the aquatic demonstrations of joy.

And as a further mark of respect, It is ordered that a Silver Medal, a Box, and a copy of Mr. Colden's Memoir be presented to him, in the name of the Corporation.

Resolved unanimously,—That the thanks of the Board be presented to the several Societies, their Officers, and Committees, for the aid afforded by them in the late celebration.

And as a further mark of respect, It is ordered, that the several Societies be presented with a Medal, a Box, and a copy of Mr. Colden's Memoir, and that their respective Officers and Committees be each presented with a medal in the name of the Corporation.

Resolved unanimously,—That the thanks of the Board be presented to the Steam-boat Companies,—the Captains of the several steam-boats,—the Members of the Marine and Nautical Societies who assisted in the Aquatic Celebration,—the Pilots, Bargemen, and Whitehall Watermen, and all other Associatians who aided the Corporation upon the waters.

And as a further mark of respect, It is ordered, that a Medal be presented to them, respectively, in the name of the Corporation; and a Medal, a Box, and a copy of Mr. Colden's Memoir to the several Companies or Associations.

Resolved unanimously,—That the thanks of the Board be presented to the Merchants, the Military, and the citizens,—the Fire Department, the Literary and Scientific Institutions, and to all other Associations who assisted in the Civic Celeration in the City.

And as a further mark of respect, It is ordered, that a Medal be presented to each Member of the several Committees as a tribute of respect to the Bodies they represented; and that the Fire Department, the Literary and Scientific Institutions, and all other Associations who aided the Corporation in the Celebration in the City, be presented, in the name of the Common Council, with a Medal, a Box, and a copy of Mr. Colden's Memoir.

Resolved unanimously,—That Medals, Boxes, and Copies of Mr. Colden's Memoir, be reserved to be hereafter distributed under the special direction of the Common Council.

DISTRIBUTION OF THE MEDALS

AND

OTHER TESTIMONIALS OF RESPECT.

CLASS I.

To all the invited guests of the Corporation—Ladies and Gentlemen, each a Medal.

To all the Committees and Officers of the different Societies who united in the Celebration, each a Medal.

To the President of each of the said Societies, for the use of the Society, a Medal, a Box, made of maple brought in the first Canal-boat the Seneca Chief, and a copy of Mr. Colden's Memoir on the New York Canals.

To the Committees from the West, the North, and from every part of the State, each a Medal, a Box, and a copy of the Memoir.

To the several Colleges of the State,—to the City Library,—to the Historical Society,—to the Philosophical and Philological Societies,—to the Public School,—to the Apprentices' Library, and all the other incorporated Societies for the promotion of literature, in the City of New York, each a Medal, a Box, and a copy of the Memoir.

To the Officers of the Army and Navy of the United States, on this Station, each a Medal.

To the respective Commandants of the Army and Navy of the United States, on this Station, a Medal, a Box, and a copy of Mr. Colden's Memoir, as a testimony of the high respect which the Corporation entertain for the Army and Navy of our country.

To the Editors of the public papers in this City, and to the Artists who have assisted the Common Council to commemorate the event, each a Medal, a Box, and a copy of the Memoir.

To all other persons who may have aided the Municipal Authorities in the Celebration, an appropriate tribute of respect, by a special vote of the Board.

CLASS II.

To the Vice-President of the United States,— to the Heads of the Departments of the United States,—to the Governor and Lieutenant-Governor of the State of New York,—and to the Governors of each of the States of the Union, a silver Medal, a Box made of maple, brought in the first Canal-boat the Seneca Chief, and a copy of Mr. Colden's Memoir.

To the Foreign Ministers of the United States, a silver Medal, a Box, and a copy of the Memoir.

To the former Governors and Lieutenant-Governors of this State, a silver Medal, a Box, and a copy of the Memoir.

To the Officers of the Revolutionary Army who belonged to the New York line, and who served before the capture of General Burgoyne, and until after the surrender of Lord Cornwallis, a silver Medal, a Box, and a copy of the Memoir.

To the Members of the Common Council of eighteen hundred and twenty-five and eighteen hundred and twenty-six, each a silver Medal, a Box, and a copy of the Memoir.

To other distinguished persons by a special vote of the Board.

CLASS III.

HIGHEST CLASS.

To the family of George Washington as a tribute of profound respect for the memory of him who "first in war, first in peace, and first in the hearts of his fellow-citizens," covered the American name with imperishable glory, a Medal of gold of the highest Class, a Box made of maple, brought from Lake Erie in the first Canal-boat the Seneca Chief, and a copy of the Memoir of Mr. Colden; the same to be presented on behalf of the Corporation of the City of New York, and in the name of the City.

The same to the three surviving Signers of the Declaration of Independence, as a tribute of profound respect for those memorable patriots who, in its support, pledged "their lives, their fortunes, and their sacred honor."—JOHN ADAMS, of Quincy, Massachusetts; CHARLES CARROLL, of Carrollton, Maryland; THOMAS JEFFERSON, of Monticello, Virginia.

The same to the last surviving Major-General of the Army of the Revolution, as a tribute of profound respect, for those officers and soldiers whose valour and patriotism, secured to us the blessings we now enjoy—Major General La Fayette.

The same to the Senior Officer, now living, of the Navy of the Revolution, as a tribute of profound respect for that infant power which promises to be the future bulwark of the Republic.

The same to the President and Ex-Presidents of the United States, as a tribute of profound respect to those citizens, who by eminent public services have attained the highest office in the gift of the Republic.

JOHN QUINCY ADAMS, President.

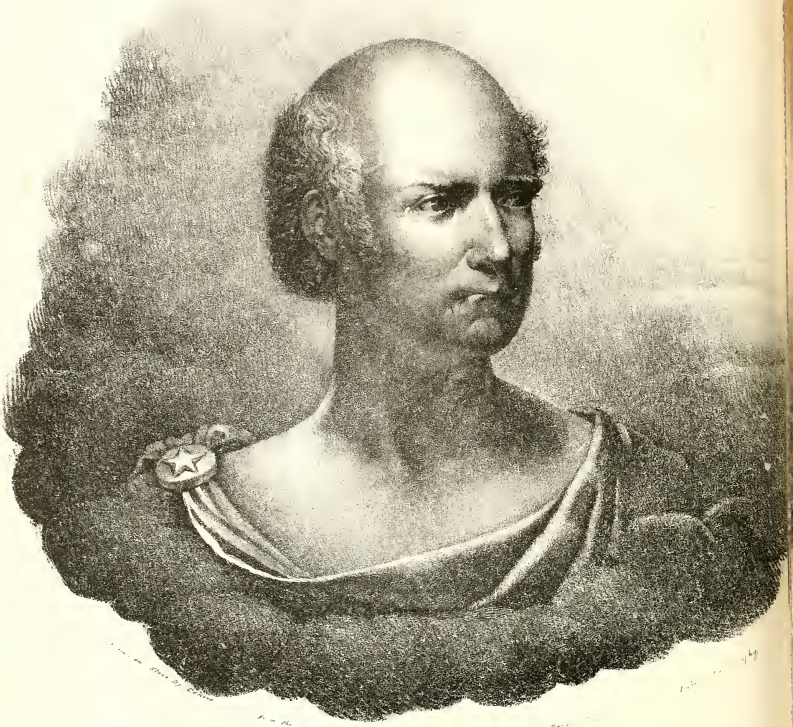
Ex-Presidents of the United States now living.

JOHN ADAMS, THOMAS JEFFERSON,

JAMES MADISON, JAMES MONROE.

The same to the family of Robert Fulton, as a tribute of profound respect for the memory of him, who by applying the power of steam to the purposes of navigation, justly ranks amongst the greatest benefactors of his native country, and of the world.

The same to the author of the Memoir, CADWALLADER D. COLDEN.



BUST

OF

THE HON. RICHARD RIKER

RECORDER OF THE CITY OF NEW YORK IN 1826.

ARTIST'S PLATE.

DEPARTMENT OF THE FINE ARTS.

REPORT

OF

ARCHIBALD ROBERTSON, ESQ.

At the request of the Honorable Richard Riker, Chairman of the Committee of Arrangements, for the Grand Canal Celebration at New York, November the fourth, eighteen hundred and twenty-five, the Subscriber, in behalf of the Department of the Fine Arts,

Respectfully Reports,

That, having been charged, (by the Committee of Arrangements appointed by the Corporation of New York, on occasion of the Grand Canal Celebration,) with superintending the execution of such works of art as this most interesting event required, he offers the following statement of what has been effected by the respective Artists, &c. employed, and the works they have accomplished, chiefly with a view to explain or illustrate the account of the Grand Canal Celebration, its history, commencement, and final termination,

consummated at New York, the fourth of November, one thousand eight hundred and twenty-five;

All of which is respectfully submitted,

ARCHIBALD ROBERTSON.

No. 79, Liberty Street, New York.

BADGE.

The first of my operations was to make an appropriate Device, intended for a Medal, to be worn by the guests of the Corporation on the joyful day; but time not permitting the execution of such a work as would be worthy of the occasion, it was resolved to have this Device engraved by a first-rate artist, and postpone the Medal to be executed at leisure: it was therefore engraved on copper by Mr. Asher B Durand, and printed on satin by Mr. Elias Wade, jun., and thus, as a Badge, was worn by the ladies and gentlemen on the Celebration Day.

This Device will be found printed on the same plate with the Invitation Ticket. It represents the visit of Pan to Neptune; Pan seated in a canoe, loaded with the products of our fields, forests, and Mediterranean Seas, from Lake Erie, being piloted by an aboriginal native of the western forests, with brotherly affection embraces Neptune, who, seated in his naval car, and attended by a Triton winding his conch, reciprocates the embrace; and in this attitude, with arms interlocked, Neptune returns the visit to Sandy Hook, by accompanying his brother Pan to his native woods on the shores of Lake Erie.

The inscription on the Device is—"Alliance of Neptune and Pan," above the figures, and "Union of Erie with the Atlantic," beneath.

THE CORPORATION OF THE City of New York

To participate with them in the CELEBRATIONS on the Completion of the ERIE CANAL, to meet at the City Hall on the day of at o'clock, and proceed with them in the Steam Boat to SANDY HOOK.

GRAND CANAL Commenced 4th July 1817. Completed 26th October 1825.

INVITATION CARD.

Our next operation was the Invitation Card to the Guests, who were invited to accompany the Mayor, Recorder, and Common Council, to witness the ceremonies, and the immixtion of the mild waters of Lake Erie with the briny floods of the Atlantic, at Sandy Hook.

The Device for this Card was designed and engraved by Mr. Asher B. Durand, upon a steel die; the application or impression from this die, on the copperplate, was made by the very ingenious Mr. Cyrus Durand, and the lettering was executed by Mr. Joseph Perkins; thus exhibiting the admirable effect produced by this union of first-rate talents.

This Device represents the Arms of the State, that single handed accomplished this mighty work, in a section of time so short as to annihilate all comparison. The Supporters are Liberty and Justice. The Shield exhibits a rising Sun. The Crest is a full fleged young Eagle, on a terrestial sphere, and expanding his pennons for flight. In the back ground, on the left hand of Liberty, is the City of New York, as it is approached from the Narrows, at the Southern extremity of the State; and on the right hand of Justice are seen some of the wonderful series of Locks, at Lockport, near the Western termination of the Canal.

The inscription on the Card is

"The Corporation of the City of New York, invite —— —— to participate with them in the celebrations on the Completion of the Erie Canal, to meet at the City Hall, on Friday, the fourth day of November, at eight o'clock, and proceed with them, in the steam-boat, to Sandy Hook.

"Grand Canal commenced 4 July, 1817, completed 26 October, 1825."*

Durand and Wright.

Thus in seven years, four months, and twenty-three days was achieved this great work.

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* This plate will be found printed on the same page as the badge, and beneath it.

BALL TICKET.

The next pictorial document in chronological series, is the TICKET for the Grand Canal Celebration Ball, given by the military and citizens of New York, which fete closed the Celebration in this City. In the centre of the Ticket is an elliptical frame, in which is a view of a Canal, with Locks, and boats towed by horses; in the distance is seen a Lake or the Ocean, with a Lighthouse upon a point of land.

This Picture is supported by civil and military trophies, and beneath is an Urn pouring forth a stream of water into a Lake below; above the elliptical frame a flood of radiated light shoots upwards from a luminary behind this picture and frame; in the midst of the rays are the words "Canal Celebration Ball, Nov. 7, 1825." At the bottom of the Ticket are the words—"Given by the Militia Officers and Citizens of New York."*

MEDAL.

The Corporation of the City having voted that a MEDAL should be struck, in commemoration of the great event of opening the navigable communication between Lake Erie and the Ocean, the arrival in our harbor of a loaded flotilla, charged with the productions of the immense regions, surrounding the wide Western Lakes, and the measureless water-courses of our

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* We are sorry it is not in our power to say who is the composer or engraver of this plate; we shall only remark, that whoever he or they were, they needed not to have been ashamed of their work; the engraver at least has robbed himself of one-half of his recompence by this omission.

Since writing the above, upon a more strict inquiry we have been enabled to ascertain the composer, engraver, and printer, to be Mr. Samuel Maverick, Engraver and Copperplate Printer, 73, Liberty Street. These above mentioned circumstances show why an artist ought at least to put his name upon his work, as he otherwise must do himself great injustice.

Given by the MILITIA OFFICERS & CITIZENS OF New York

To admit

Northern Continent, the same general idea of a Device, was adopted, as on that of the Badge worn by the Corporation guests on the celebration day.

On the face of the Medal is represented Neptune, who, with brotherly cordiality, returns Pan's visit to the Ocean; the motto—"UNION OF ERIE WITH THE ATLANTIC." Under this emblem are the initials of the artists R. DEL., W. SC. On the reverse is the Armorial Bearings of the State, the sole agent in the great work; on the right of which are appropriately represented Canal Aqueducts and Locks; and on the left is a view of the Harbor and City of New York; the motto "ERIE CANAL COMM. 4 JULY, 1817, COMP. 26 OCTR. 1825:" the contracted words in this motto in full are "COMMENCED," and "COMPLETED." Underneath the above is the sculptor's name "C. C. WRIGHT"; and below are the words in small Roman capitals "PRESENTED BY THE CITY OF N. YORK."

ARTISTS.

The Medal was engraved by Mr. Charles C. Wright, (of the firm of A. B. and C. Durand, Wright and Co., corner of Broadway and Canal Street.) The lettering by Mr. Richard Trested, Engraver and Die Sinker, 68, William Street, upon dies made by Mr William Williams, Worker in Iron and Steel, corner of Liberty and Green Streets. The Medals, themselves, were most elegantly *impressed* by Mr. Maltby Pelletreau, (of the firm of Pelletreau, Bennett, and Cooke, 170, Broadway,) at their Gold and Silver Manufactory, No 12, Rose Street, by means of his very powerful and exquisitely adjusted screw Press. The superlative beauty of this Medal (to every one who has seen it) renders it perfectly unnecessary for us to say more, than that all pronounce it to be a *chef d'ouvre* of the fine arts; each artist, in his respective department, having manifested himself to be an accomplished master of his art; which, by this combination of talents has aided in producing a work of such superior excellence as to rival the best masters of the old world. We must, however, in justice to the sculptor decide, that although each has crowned himself with a never fading wreath of fame, that a ray of superior lustre reflects upon the brow of the artist who engraved the dies.

THE BOX.

When it had been determined by the City Authorities that a Medal should be struck, the Committee of the Corporation, (Aldermen King and Davis,) were charged, amongst their other commissions to Buffalo, with procuring a sufficient quantity of the most curious woods, such as birdseye, and curled maple, red cedar, &c. the produce of the western forests, for making Boxes to inclose the Medal. This was procured, and deposited in a canoe, now in the City Hall, made by the aboriginal red men, on the shores of Lake Superior; and embarked on board the "Seneca Chief," the first Canal boat from the Lakes, which navigated the length of waters from Erie to the Ocean. We may here take notice, that the logs of cedar were procured by Mr. Miles, son of Capt. Thaddeus Joy, of Buffalo, from an island in Lake Erie. The Boxes are made of these woods, which inclose the Medals presented to the invited guests. The Boxes for the semi-metal and silver Medals are likewise made of these very curious woods. On the inside of the lid is the crest of the City Arms; with the inscription "Presented by the City of New York;" and on the innerside of the bottom "This Box was made of a piece of Wood, brought from Erie in the first Canal-boat, the Seneca Chief." The gold Medals are inclosed in elegant square red morocco cases.

ARTISTS.

The makers of the curious wood boxes were Mr. Daniel Karr, turner, 222, William Street; and Mr. Duncan Phyfe, Murray Street. The maker of the morocco cases for the gold Medals was Mr. Robert Tanner, Morrocco Case Maker, 67, Liberty Street.

LITHOGRAPHICAL DEPARTMENT.

As a considerable number of the printed plates of this work are in Lithography, that is literally, *Drawing on Stone;* it will not perhaps be unacceptable, at the present moment, to give some very concise remarks on the history, and manner of operation, of this new art; particularly as these impressions are from the very first press, which on this side of the Atlantic, has been put into effectual operation, many abortive attempts having been made prior to Mr. Imbert's successful one. We shall be but brief in our notice on the subject as he is preparing a publication on the essential parts and uses of the Art of Lithography, which he is about to lay before the public with all convenient despatch.

In this age of discoveries not the least admirable is the Art of Lithography; it was the result of a regular and skilful series of well-planned experiments by Mr. Alois Senefelder, of Munich, the capital of Bavaria. The era of discovery cannot be confined to a day or a year; he began his experiments upon Bavarian stone, from economical principles, with a view to save the expence of copper or tin plates; with a mind gifted by nature and from competent education, furnished with a good acquintance with the mechanic powers, but chiefly with chemistry, he prosecuted his experiments to the eventual results we now witness. The improvements on this art, since the first publication of his course of experiments, have been very rapid; in the earlier part it was chiefly applied to the more common purposes of life, by the principle of Transfer, to writings, lettering, music, &c.; but for the higher purposes of pictorial subjects, its progress has comparatively been more slow, until within a few years, say six or eight, since which in Germany, France, Italy, England, &c., it has already rivalled the best of lineal chalk and wood engravings, and upon the principle of Transfer, it is equal at least to the finest engraving that ever was or can be executed on copper, &c.

Artists, at present, chiefly practise it in the chalk, the pen and ink, or with the brush manners—or in the art of transferring drawings, writings, &c. done on transfer paper, to the stone, by which a limitless number of fac-similies may be printed.

At the first view of this art, and its peculiar mode of impress, most persons have imagined it to be the easiest and most simple thing in the world to be a Lithographer; but experience has taught the many, many thousands, who have attempted it, that nothing less than the utmost care and experience can accomplish the operation; the manipulating of the drawings is easy enough, and look perfect on the stone, but the chemical principles, on which all the success of printing depend, cannot produce a good impression if the draughtsman, however good an artist, does not execute the work with the necessary precaution. The artist must not only be a good designer, but a good chemist, and a good painter. The art does not depend so much on mechanical as chemical principles.

The leading point in this new art is through the medium of Soap, to make the repulsion of oil to water produce the curious effect of printing drawings upon stone of a certain texture.

The instruments for this kind of drawing are—first, inks similar to China or Indian ink, to be drawn on the stone with the steel pen or brush; secondly—Lithographic chalk, similar to, and worked like, common black French chalk, on the stone; thirdly—transfer ink, whereby any drawing or writing made on transfer paper, is transferred positively to the stone, and may be multiplied "ad infinitum," which in all probability will turn out to be the most useful part of the art, whereby confidential and circular letters of any description may be multipled with the utmost despatch; as was universally practised by both parties during the Revolutionary War in Europe, and is still exercised by every one of these Governments, as well as by men of business, thereby saving the expence of copying clerks, or transcribers; and, moreover, in the cheapest, most expeditious, and confidential manner.

Every gentleman ought to be provided with a sufficient quantity of this transfer paper and its ink, which he can use with equal facility as common ink, by only rubbing it down with *rain* water; if this writing is sent to a Lithographic press, a hundred or more fac similies, identical with the original manuscript may be had in a few hours at a very small expence.

Such being the history and nature of the art of Lithography, every candid eye, which views these very interesting first essays of the art executed in America, but will allow, that neither Germany, France or England, could show equal specimens executed during the first six months after its introduction into these countries.

From the nature of our work it was required that many artists should be at once employed, in order to facilitate the publication; where any individual has done more than one piece, there is evident improvement in his second essay, as in the case of Messrs. Imbert, Duponchel, Canova, Morgan, Tuthill, &c.: but this improvement is most remarkable in the printing department, which is an indispensible branch of the art, without which the most perfect of drawing would be of no avail.

We shall now proceed to notice the subjects of art, as much as possibly we can in the order they occurred.

PLAN OF THE FLEET.

It having been thus determined, by the Committee of Arrangements for the Grand Canal Celebration, to employ the art of Lithography in furnishing plates for this publication; Mr. Imbert was charged as a test of his talent, to execute (from a draught furnished by Mr. Rhind, the Admiral of the day) a plan of the position of the Fleet, as formed when passing around, and reciprocating international salutes, between this grand gala Fleet of steam-gallies (returning from Neptune's domain) and the British Sloops of War Swallow, Captain Baldock, and Kingfisher, Captain Henderson, at anchor in the North River, off the Battery.

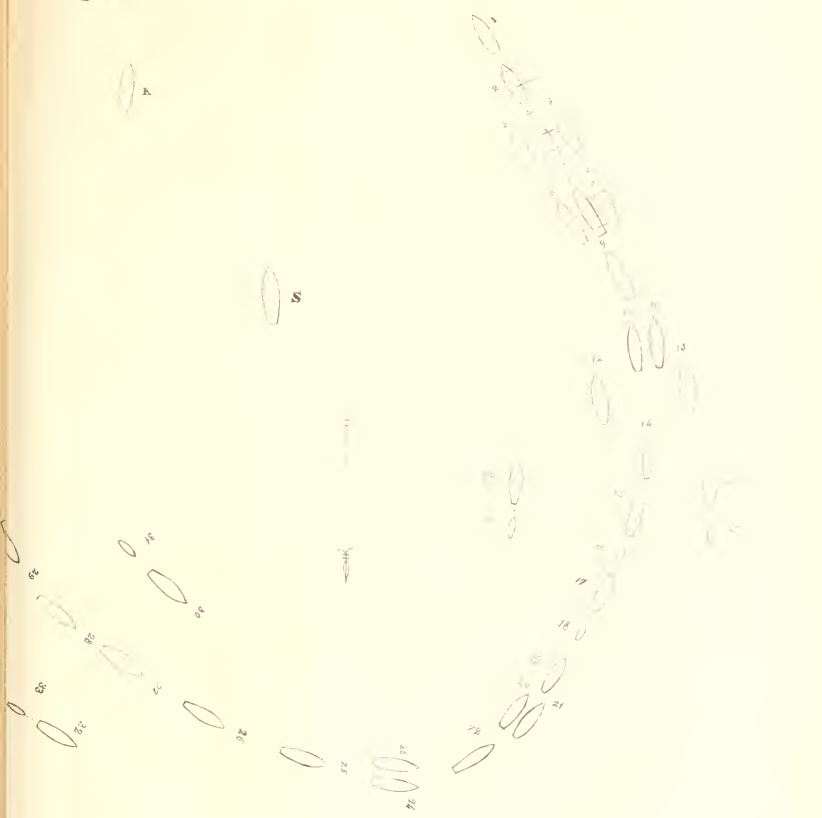
The result of this experiment was satisfactory as to the competency of Mr. Imbert to draw upon stone, and to print Lithographically, so much so, that a much more difficult task was assigned to him, with a view to draw out the potency of his capabilities.

The subject of this Plan of the Fleet was one of the most interesting occurrences of the day, and would afford a most excellent opportunity for the exercise of the talents of any accomplished marine artist, as viewed from a point about one hundred yards south from the Kingfisher, during the circumnavigating movement of the Fleet around the British vessels, at which period the finest of friendly feelings were manifested between the British tars, and their Transatlantic cousins, in this great day of mutual gratulations.

REFERENCES TO THE PLAN OF THE FLEET.

K. British Sloop of War KINGFISHER.
S. British Sloop of War SWALLOW.
1. Steam-galley NAUTILUS.
2. United States Revenue Cutter ALERT.
3. JAMES KENT, Steam-galley.
4. United States Schooner PORPOISE.
5. LONG BRANCH, Steam-galley.
6. OLIVER ELLSWORTH, Steam-galley.
7. Ship HAMLET, with the Marine and Nautical Societies.
8. BOLIVAR, Steam-galley.
9. S. G. WASHINGTON, with the Corporation.
10. S. G. COMMERCE, with the Barge
11. LADY CLINTON, with the Ladies.
12. S. G. CHANCELLOR LIVINGSTON (Flag-ship.)
13. S. G. FULTON.
14. Canal-boat SENECA CHIEF, of Buffalo, the first vessel from Lake Erie.
15. S. G. CONSTITUTION.
16. Canal-boat YOUNG LION OF THE WEST, from Rochester.
17. CHIEF JUSTICE MARSHALL, Steam-galley.
18 Canal-boat NIAGARA, from Black Rock.
19. CONSTELLATION, Steam-galley.
20. SWIFTSURE, S. G.
21. Barge LADY VAN RENSSELAER.
22. RICHMOND, S. G.
23. OLIVE BRANCH, S. G.
24. Barge MATILDA.
25. SARATOGA, S. G.

GRAND CANAL CELEBRATION.



PLAN OF THE FLEET

On the 4th Nov. 1825, Passing the British Sloops of war in the North River

26. Providence, S. G.
27. Fanny, S. G.
28. United States, S. G.
29. Housatonic, S. G.
30. Governor Woolcott, S. G.
31. Pilot-boat Ulysses.
32. Linneus, S. G.
33. Pilot-boat Gratitude.
34. George Washington, S. G.
35. Pilot-boat William Bayard.
36. John Marshall, S. G.
37. Pilot-boat Grand Canal.

The reason why the Whitehall Watermen's Barges are not represented on the Diagram and Catalogue of the Fleet was, that a few minutes prior to this period, when passing Governor's Island they left the line, for the purpose of landing, and with their Car, bearing the victorious Boat, already prepared to join the Procession on shore, at that moment filing into the Battery.

ARTISTS.

For the annexed diagram of the Fleet, we have been obligingly favored by C. Rhind, Esq. the Commandant of the aquatic fete. This Plan was the first test of Mr. Imbert's talents as a Lithographer, and Lithographic Printer.

FRONTISPIECE.

The second subject recommended to Mr. Imbert's skill, was a Frontispiece or Title Page, in which not only his talents as a draftsman should be tested, with Lithographic chalks in pictorial style, but also in that of a Literator, or former of letters in Lithographic ink. The lettering of this subject needs only to be seen to be admired, and although not quite equal to copperplate, yet it holds its ground very respectably in the presence of the generality of copperplate lettering; especially when it has the good fortune to be successfully printed; for it must be remembered that in this art, in its present condition, it seems in a considerable degree to depend on a kind of good luck, to succeed in taking off impressions.

The subject of the Vignette is the Arms of the City. The shield bears in the centre the four sails of a windmill, in the form of an X. or St. Andrew's Cross; in the upper and lower compartment is a beaver; and on the two lateral sides, is a flour barrel. In the infancy of our State, these were very characteristic emblems, as windmills, in the City of NIEUW AMSTERDAM, were the most prominent instruments of manufacture, and the country at that period abounded chiefly with beavers; exhibiting flour and peltry as the staple commodities of the Province.

The Crest is the same as that of the State, namely a young eagle perched on a hemisphere, expanding his wings, and ready to spring off to flight. The supporters are, on the dexter side, an armed Indian native of the forest; and on the sinister, a mariner; both together uniting to convey the idea of the *amphibious* character of our State—and moreover, are the modern representatives of the Heathen God Pan, and his brother Neptune, the God of the Seas, as exhibited on our Celebration Badge and Medal. On the right hand of the Indian is a larch pine, and in the distance a Canal, with locks; on the left hand of the mariner is the steam-galley Chancellor Livingston, under steam, commemorative of steam-gallies having been first built in New York; and in the distance is a view of Castle Williams and Fort Columbus on Governor's Island, with a still more distant prospect of New York; the whole illuminated by a radiating rising Sun, giving relief to the thick volumes of rolling smoke, issuing from the flue pipes of the Chancellor Livingston.

ARTISTS.

The composer of the Vignette, was the same artist who designed the Badge, and View of the Aquatic Procession of the Steam Gallies.—The composer and lithographer of the lettering was Mr. Anthony Imbert, 79, Murray Street.

MAPS.

With reference to the MEMOIR, it was necessary to have at least two Maps; one of the State of New York, exhibiting the course of the Canal, and its relation to the neighbouring country,

but especially the navigable waters of it; the other to shew its connexion, not only with the water-courses of the United States, but those of the whole Northern Continent.

For this purpose, the artist who designed the View of the Fleet, was charged with preparing Drafts of Maps, to suit the size of the Book, and calculated to be executed in Lithography by Mr. Imbert; all of which have been executed, and the result is seen in those respectable specimens of Lithographic mapping; they are, in many respects, superior to the general style of copperplate maps, for utility and effect, and rivalling it in neatness.

Prior to, or about the period of the origin of this operation, one of the Members of the Committee, then about travelling to the South, was charged with an endeavour to procure Lucas' splendid colored maps, published at Baltimore: this was accomplished after some necessary improvements and alterations were made, by instructions from the Committee.

In addition to these two, there is another map, exhibiting what was the state of knowledge of the geography of our State, about a hundred years since, chiefly with a view to the then known portages, between the various navigable waters, and great Lakes; it is a fac-similie of the Frontispiece to Governor Colden's "History of the Five Indian Nations." It is full of intelligence, and pregnant with information on the then known state of our country. If the Committee had done nothing more than to have republished this Map they would have deserved well of their country; as the Book is now very scarce, its re-printing would amply remunerate any enterprising publisher.

ARTISTS.

This Lithographic Map was executed by Mr. Imbert, in one of his happiest moods. The artists who engraved Lucas' colored maps, printed at Baltimore, were B. T. Welch and Co., but drafted by F. Lucas, Jun.

LITHOGRAPHIC PANORAMA.

VIEW OF THE FLEET PREPARING TO FORM IN LINE.

The whole of the voyage of the Canal-boat Seneca Chief, from its commencement at Buffalo, until its completion at Sandy Hook, and its return again to Lake Erie, is not only pregnant with matter for deep reflection, but the scenes exhibited during the whole of the celebrations, raises the imagination to a high degree of even sublime feeling. Many of these were truly picturesque, and worthy of the master talents of the graphic art; some of the most interesting and best calculated for the pencil were—

1st.—The reception at Albany of the Western Flotilla from the Lakes, &c.

2nd.—The midnight scene at West Point, which was sublime.

3rd.—The arrival of the Fleet at the dawn of day, when the Washington S. G. went to tender congratulations to the Flag Ship, majestically holding her way down the river; both dimly seen through the morning fog.

4th.—The Fleet preparing to form the line, on its return from the Navy Yard, at Brooklyn.

5th.—At the moment of consummating the union of the waters of Lake Erie with the Atlantic, the Fleet formed in a circle, the Man of War Porpoise in the centre.

6th.—The Fleet on its return from Sandy Hook, passing around the British Sloops of War at anchor, prior to its dispersion,—&c. &c. &c.

The fourth of these subjects is that of the plate; it is a Panoramic View of the North River and City Sqadrons, uniting into one Fleet, and preparing to form the line of Procession to Sandy Hook. The eye of the spectator is supposed to be on Pier No. 1, East River, and is looking towards West by North. The scene occupies about two thirds of the horizon, from Fort Columbus on Governor's Island, to the Revenue Boat House, on Whitehall Slip.

In the centre of the picture is the JAMES KENT, steam-galley, bearing down from the North to the East River, to take her position in the Line. Towards the right side of the picture, and on her starboard beam, are the four Pilot-boats, preparing to weigh anchor; next to them is the Revenue Schooner ALERT, Captain Henry Cahoone, which having weighed anchor, is saluting the passing Fleet, whilst she is just taken in tow by the S. G. NAUTILUS. Next to her is the S. G. WASHINGTON, carrying the great standard of the City, with the Corporation on board. In her wake is the FULTON steam galley, with the Corporation Guests; succeeded by the LADY CLINTON barge with the ladies invited by the Corporation, with her consort the S. G. COMMERCE abreast. On the larboard quarter is seen Castle Williams;—Governor's Island in the distance; and at the extremity of the right of the picture, is a steam-galley, following in the wake of the LADY CLINTON; over the bow of the steam-galley is Fort Columbus saluting; and in the far distance Staten Island is seen.

Between the Lady Clinton and the Alert, the Whitehall Barges appear taking their position in the Line. Again—Towards the left side of the picture, off the stern of the James Kent, is the ship HAMLET between two steam-gallies, the OLIVER ELLSWORTH and BOLIVAR. Next, under the Hamlet's stern, is the S. G. CONSTELLATION, and in the wake of the Hamlet is the Flag Ship CHANCELLOR LIVINGSTON, S. G., with the SENECA CHIEF in tow; under the stern of the Seneca Chief is the S. G. CONSTITUTION, having the Canal-boat YOUNG LION OF THE WEST in tow; and lastly the S. G. CHIEF JUSTICE MARSHALL, towing the NIAGARA, Canal-boat; the Jersey Shore in the distance.

Moving the eye towards the left of the picture is seen Castle Garden; then the artillery on the Battery saluting the assembling Fleet; the old tower of the flag staff (since demolished) and the Revenue boat-house, standing on wooden piles, is on the extreme left, between which and the Battery, on the foreground, Pier No. 1. protrudes itself into the East River, on which are mounted the Watermen's Battery of cannon, on marine carriages—a waterman in the attitude and act of firing.

To those who had the good fortune to witness this scene, a look at this sketch will no doubt resuscitate the soul animating enjoyments of the day, with all its attendant circumstances, in which a nation's victory, unaccompanied with tears or blood, was displayed in a genuine generous triumph, over "rocks and woods, and mountain floods," for one of the most beneficial purposes to man.

To those who had not this felicity, it will perhaps convey but a very faint idea of the occasion; truly it is beyond the competency of pen or pencil to describe it, for what can communicate to the mind of a stranger, the exalted feelings of a noble, generous, free people, exulting over, (not their fellow man,) but over those most mighty obstacles appointed by the Author of nature to exercise the mental and corporeal faculties of his intelligent creation.

Who can describe the moving masses of citizens, every where assembled on this real holiday on shore; or the swift velocity of the gathering gallies on the water, crowded with a joyous people; the thick ascending volumes of curling smoke arising from those powerful engines, which impel the self-moving galley wherever the pilot lists; the closing squadron or the lengthening line; the gay attire of streamers and ensigns; the clear bland atmosphere, and cloudless skies; the thunders of the triumph on either shore, reciprocated from the gallant fleet:—The art of man on this occasion is baffled and silent;—imagination, and that but faintly can conceive it, or people the waters, the hills, the trees, the windows, the house tops, and every spot of ground with cheerful countenances and exulting shouts.

If these reasons are not sufficient, for not attempting more than is performed on this plate, we have none to offer, for omitting the vast multitudes of animated population; beside a thousand other circumstances beyond the power of the pencil.

ARTISTS.

The artist who composed this subject, is the same who designed the device, for the Badge, Vignette, &c. It was by accident, or rather an irresistible impulse, that this piece was originally put on paper; the glory of the scene created so delightful a sensation in his mind that he seized his pencil, long laid aside, to put down in black and white, in the language artists are wont to express their ideas, the images that occupied his minds eye, with a view to preserve the recollections of those impressive objects, presented to his visual faculties as well as to his soul, on that memorable day of felicitations. He was the more tempted to this by his not being altogether unacquainted with the construction of shipping. But nevertheless in the minutiæ he was greatly aided by the politenesss of C. Rhind, Esq. the Admiral of the day. Moreover, to shew the full extent of our good fortune, Mr. Imbert, the Lithographer, is professionally a Marine Artist: originally he was a French Naval Officer, but long a prisoner in England, where he devoted

this time of leisure, to the improvement of his talents, in the study of drawing and painting, under a first rate emigrant artist, as a useful as well as agreeable amusement during the tedium of captivity.

In the execution of the plate Mr. Imbert availed himself of the assistance of Mr. Felix Duponchel, and that of the composer, (with a view to hasten this large work) on the less essential parts of the subject, when he was not otherwise necessarily engaged in superintending the press, or preparing the different pieces of the artists engaged in this Book; but the essential parts, particularly the shipping, are his own individual work.

PORTRAITS.

HON. CADWALLADER D. COLDEN.

(*On Copperplate.*)

ARTISTS.

To embellish the MEMOIR an excellent Portrait was obtained; painted by Messrs. Waldo and Jeweti, No. 3, Pine Street; engraved by Mr. Asher B. Durand (of the firm of A. B. and C. Durand, Wright and Co. Corner of Canal Street and Broadway); and printed by Mr. Elias Wade, jun. of the same firm.

Any observations on this Portrait are superfluous; the confessedly high and well-earned reputation of the artists, require none of our commendations, for every one can, at a glance, decide on the excellency of this work of art.—"Esto perpetuo."

HON. WILLIAM PAULDING,

Mayor of the City of New York, for the year eighteen hundred and twenty-five.

(*On Copperplate.*)

ARTIST.

This Portrait was engraved from the life by Asher B Durand. This picture speaks for itself in a language superior to what we can utter: Mr. Durand is here in his true element.

HON. PHILIP HONE,

Mayor of the City of New York for the year eighteen hundred and twenty-six.

(On Copperplate.)

ARTISTS.

Engraved by Asher B. Durand, from a portrait painted by Rembrandt Peale, Esq. In this subject both artists have immortalized themselves.

SAMUEL L. MITCHILL, M. D. & LL. D.

Late Representative and Senator in Congress, and President of the State and County Medical Societies of New York, Professor of Botany and Materia Medica in the University, Surgeon General of the Militia, President of the Lyceum for Natural History, &c. &c.

(On Copperplate.)

ARTISTS.

Painted by Jarvis, and engraved by Asher B. Durand. To say that it is engraved by Mr. Durand is sufficient.

HON. DE WITT CLINTON.

(*On Copperplate.*)

ARTISTS.

Engraved by J. B. Longacre, from a miniature by G. Catlin. This portrait was transmitted to the Committee from Albany. This picture is represented as inclosed in a very handsomely carved frame.

BUST OF THE HON. RICHARD RIKER,

Recorder of the City of New York for the year eighteen hundred and twenty-six.

(*In Lithography.*)

Artist's Plate.

ARTISTS.

This subject was drawn from the original Bust in the possession of Mr. Browere, the Sculptor; and lithographed by Signore Dominico Canova, at the office of the Lithographic press.

This original Bust is an exquisite specimen of the new art of making genuine fac-similies from the living subject; it was recently invented by John Henri Browere, a native of this City. No painting or modelling can equal it in giving the true form and expression of the countenance; wilful ignorance or something worse, can alone object to this valuable discovery: the multitudes of those of the highest rank who have undergone the operation, are sufficient wit-

nesses to its not being executed with any painful or even disagreeable circumstances to the subjects.

In this age of important discoveries and improvements in the Arts and Sciences, this is none of the least, and if Mr. Browere is an enthusiast, in the arts, where will you find an original genius that is not; "to snatch a grace beyond the rules of art" is only the privilege of the enthusiast.*

GEOLOGICAL PROFILE.

(Copperplate.)

Extending from the Atlantic to Lake Erie, running near the 43rd degree of North latitude, and 9 degrees of longitude. Taken in eighteen hundred and twenty-two and twenty-three, under the direction of the Honorable Stephen Van Rensselaer, by Amos Eaton, and engraved by Rawdon, Clark and Co. Albany.

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* Unhappy Sculpture! in our otherwise happy country *she* droops and hangs her harp upon the willows: every species of art and science is nobly protected, but the poor outlaw Sculpture.

Mr. John Frazee, our elegant Sculptor, on application to what he thought the competent authorities for granting copyright, was informed Sculpture had no protection from our laws, and of course is subject to piracy, the moment of publication by every mechanic; his particular object was the protection of his celebrated bust of General La Fayette. He made a feeble effort for the passage of a law for the protection of Sculpture; his application was handed over to a Committee, and there it will no doubt remain unless some of our Representatives shall take pity on poor helpless Sculpture, and raise up her willow crowned head, by having that protection granted which one single friendly word could accomplish on the floor of Congress.

Mr. Browere finds himself in the same situation as Mr. Frazee, and can never publish any of these superb busts of our greatest and best men which he has made, but at the peril of being pirated; and thus losing the recompence due to ingenuity and talents; he feels this circumstance hang like a heavy weight about his neck, whilst thus the wings of his genius are clipt to the shortest pinch.

This Sectional Profile of the country extends from Boston Harbor to Albany, and from Albany to Buffalo and Lake Erie. On this Plate are four views on the Grand Canal, viz.—

First.—Entrance into the Canal at Albany. Drawn by J. Bights.

Second.—View of the Aqueduct Bridge at Little Falls. Drawn by J. Bights.

Third.—View of the Aqueduct Bridge at Rochester. Drawn by J. Bights.

Fourth.—View of the Village of Black Rock, from the Canada Shore, in eighteen hundred and twenty-three. Drawn by T. H. Wentworth.

VIEWS ON THE CANAL.

ENTRANCE TO THE HARBOR, LOCKPORT.

(*Lithographic Plate.*)

This sketch is taken from the Genesee level, representing the village of Lockport as it first bursts upon the eye when approaching it from the East. After passing over a monotonous level of sixty-two miles without a lock, the eye of the traveller is suddenly arrested by a formidable terrace of rocks, about eighty feet in height, forming the Eastern extremity of the "Mountain Ridge." The Canal enters this terrace, a distance of seventy or eighty rods, through a natural ravine, forming a convenient harbor for an hundred boats, or more.

The terrace presents itself here in the form of two capes or promontories, with an abrupt elevation of eighty feet; the one on the right hand remains in a perfect state of nature; the one on the left has been cut away for some distance for the purpose of forming an embankment on the opposite side of the Canal.

Approaching Lockport from the East nothing of the village can be seen until the boat is just doubling this cape, when in an instant the whole scene opens to view, and the sound of the bugle announces its approach.

The singularly romantic appearance of this place, with its striking contrast and sudden transition from the tedious monotony of the country below, must fill the mind of every traveller

with peculiar delight as he approaches it from the East. The abrupt eminence seen in the left of the sketch is denominated by the village "Prospect Hill." It appears at first sight to overlook the village, but is only of equal height, being the summit level of the Mountain Ridge.

ARTIST.

Drawn from nature and lithographed by Geo. Catlin, Esq.

LOCKPORT, FROM PROSPECT HILL.

(Lithographic Plate.)

This sketch, taken from the top of the terrace, presents a more general view of the village and harbor.

From the singular and appropriate form of this basin it would almost seem as if nature had formed it for the purpose to which it is now applied. At its head it is of a circular form, and surrounded by a rampart of rocks; its form is somewhat similar to a funnel, its banks describing about two-thirds of a circle. The declivity of the hill to the basin is such as to admit of a tolerably easy ascent and descent for the transaction of business, and affords the finest advantages for the location of manufactories, for the operation of which there will be an abundant supply of water discharged through a waste gate at the head of the locks, with a fall of sixty feet.

In this view are distinctly seen the fine double locks by which the Canal lifts itself sixty feet to the summit level of Lake Erie. To prevent the detention of boats the locks are made double, one tier being exclusively for the purpose of boats ascending, the other for descending. At the summit of these locks the Canal commences its course to the Westward, cut through solid rock for three miles, varying from twenty to thirty feet.

The village, as will be seen in this sketch, is situated on both sides of the Canal, immediately above the locks; its foundation is on solid rock, but in most parts covered with a light soil It contains about fifteen hundred or two thousand inhabitants, and a few of its buildings are remarkably fine, being built of stone; the remainder are built of logs, and intended only for temporary use.

ARTIST.

Drawn from nature and lithographed by Geo. Catlin, Esq.

DEEP CUTTING, LOCKPORT.

(*Lithographic Plate.*)

This sketch is a representation of the Canal on the upper level, exhibiting the interior perspective of the excavation one mile West of Lockport, shewing the stratification of the rocks, and the manner of towing boats through the excavation.

A ride through this chasm for three miles, on a Canal-boat, between those formidable walls of solid rock, where nothing is to be seen above their summits, though in the midst of a forest, is calculated to excite in the susceptible mind the most pleasing and singular sensations. These walls are from twenty to thirty feet high, and all the way perpendicular, though their surface is extremely uneven by the fracture in blasting.

Except for a few feet in thickness at the top, the whole wall is formed of geodiferous limestone rock, containing in its cavities the most beautiful clusters of crystalization, on which the passing stranger is continually catching his eye and reluctantly passing.

The tow-path in the deepest cutting is about one-third of the distance down the wall, and sufficiently wide for two horses to pass; the outer extremity of it is secured by a sill of hewn

timber, which is a security for the horse, and gives freedom to the tow-line which slides over it.

ARTIST.

Drawn from nature and lithographed by Geo. Catlin, Esq.

PROCESS OF EXCAVATION, LOCKPORT.

(*Lithographic Plate.*)

This sketch gives a representation of the highly interesting manner in which this great work was performed, shewing all the means of excavating in full operation. The excavation being entirely in solid rock, for three miles, it was consequently effected by boring and blasting only; for this purpose from ten to fifteen hundred men were employed for several years; most of them were employed within the excavation, and the requisite number without, for the purpose of disengaging the stone from the Canal. The principle means of raising the stone were the cranes represented in the sketch.

These cranes are an ingenious application of mechanics to a horse power, enabling him to raise a ton weight or more from the bottom of the Canal, and discharge it in huge piles at a distance of sixty or seventy feet from the excavation, and fifty feet above its banks. They were generally set at regular distances from each other, (sixty or seventy feet,) and fifteen or twenty feet from the Canal, allowing the extremity of their gibs to describe about to the middle of the chasm.

These cranes were some of them made double, which not only seemed to accelerate their operations, but to add materially to their strength. They were worked by a horse, whose power upon the axle, by means of a lever, was very great. The gib was so constructed as to act with great ease around the arbour, and where the weight was raised to its proper height,

one man, by a line descending from the extremity of the gib, would easily describe the machine so as to bring the weight directly over the heap where it was discharged, and easily return it by the same means.

Each of these cranes formed a heap of rocks, as seen in the sketch, and when in full operation for three miles in length, and the work progressing under the hands of fifteen hundred men, under a continual cloud of smoke, and almost incessant explosion of rocks, produced a novel and interesting scene.

Since the completion of the Canal these cranes have all been destroyed, and nothing remains along the banks of the Canal except those huge piles of rocks, as seen in the sketch, extending for three miles. As nothing of these are to be seen from the Canal-boat, while passing through the excavation, I would recommend to the curious and romantic traveller to spend a day along these banks, where he can easily amuse himself among the beautiful minerals with which these heaps abound.

ARTIST.

Drawn from nature and lithographed by Geo. Catlin, Esq.

BUFFALO, FROM THE LIGHT HOUSE.

(*Lithographic Plate*)

As at Albany the Canal commences, so at Buffalo it terminates; along the bottom of the terrace on which the town is seated, it is seen, until it communicates with the harbor in the creek.

ARTIST.

This was drawn from nature and lithographed by Geo. Catlin, Esq.

BUFFALO HARBOR FROM THE VILLAGE.

(*Lithographic Plate*)

From the terrace the view extends over the Canal, terminating in the basin, the creek and harbor, the shipping and lighthouse, with the long breakwater projecting into Lake Erie; on the horizon, in the centre, is the expanse of that Lake; on the right of the picture is the American, and on the left of it the Canada shores.

ARTIST.

This was drawn from nature and lithographed by Geo. Catlin, Esq.

JUNCTION OF THE WESTERN AND NORTHERN CANALS.

(*Lithographic Plate.*)

This view was taken from a Canal-boat, and represents the scene where the two artificial rivers of our State unite; it is herewith given for the purpose of conveying to those unacquainted with its locality, an idea of its scenery.

ARTIST.

This subject was drawn on the spot by a gentleman competent to the task; drawn on Lithographic stone by Mr. Felix Duponchel, and printed at the press of Mr. Imbert.

VIEW OF THE CAHOOES FALLS.

(*Lithographic Plate.*)

This subject is taken from a Canal-boat, in passing across the great dam which has been made across the Mohawk River, for the purpose of enabling the boats on the Northern Canal to pass the river on a level. The beautiful scenery surrounding the Cahooes has long been the subject of admiration to the traveller of taste; the romantic wildness of the banks of the Mohawk can hardly be surpassed. This View is taken at the moment the Falls first appear, and is decidedly the most picturesque point from which they can be seen; as the Canal-boat progresses in the Basin, the elongation of the covered bridge below is fully relieved by the white foam of the more distant Falls.

The Basin, from whence this View is taken is not the least admirable effort of art over nature which the traveller beholds in the construction of our Canals.

ARTISTS.

This View was taken on the spot by the same gentleman who favored us with that of the "Junction of the Western and Northern Canals," drawn on Lithographic stone by Mr. Felix Duponchel, and printed by Mr. Imbert, 79, Murray Street.

PLATE OF BADGES.

This page contains three copperplates of Badges worn on the day of Celebration by the Saddlers, House Painters, and Fancy Chair-makers.

SADDLERS' ARMS.

(*Copperplate.*)

On a shield Gules, a chevron Or; above it two and below one saddle Proper. Crest—a horse saddled and bridled, with a plumed crest of three ostrich feathers; supporters, two bridled and plume-crested horses; motto, on a wreathed ribbon, "Our Trust is in God." On the plate are the words— "Canal Celebration, New York, 1825"

No artist is given.

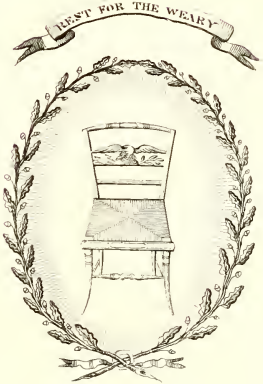
HOUSE PAINTERS' ARMS.

(*Copperplate.*)

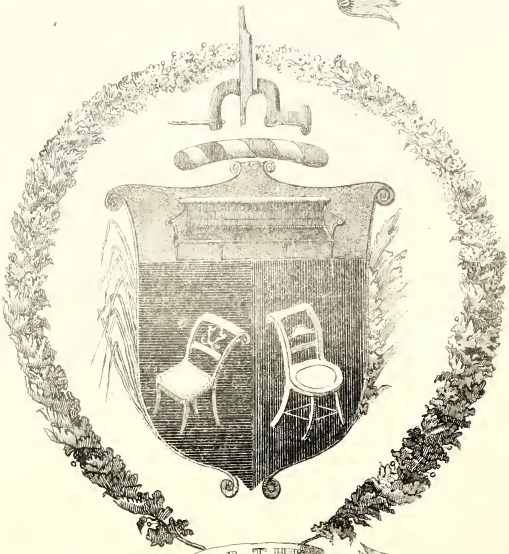
On a shield quartered, and on the dexter upper and sinister lower quarterings Argent, is a chevron Gules; above it two and below one Phœnix' head and neck proper. On the sinister

CANAL
SUPERIUS IN ORBE
New York
1825

HOUSE PAINTERS SOCIETY
AMORE ET OBEDIENTIA


REST FOR THE WEARY

CHAIR-MAKERS SOCIETY.



upper and dexter lower quarterings Gules, three shields Argent, two above and one beneath; crest, a Phœnix; supporters, two chained leopards; motto, "Amor et Obedientia;" at the top, "House Painters' Society."

Artists unknown.

FANCY CHAIRMAKERS.

(*Copperplate*)

Within a laurel wreath, in the centre of a glory, is a fancy chair, with the State crest as an ornament for the middle back rail; at the top is a wreathed ribbon, with the motto, "Rest for the weary."

Artists unknown.

CHAIRMAKERS' SOCIETY.

(*Lithographic Plate*)

This plate contains two circular wreathes, abreast of each other; on the dexter side is a figure of Plenty, the cornucopiæ at her feet, and resting her left hand upon a fancy chair; in her rear, is an Indian corn field, at the foot of a high mountain; in the distance is a village, with a chair manufactory; in the far distance is a ship in New York Bay with Castle Williams, on Governor's Island, on her starboard bow; and in the farthest distance is New York. Beneath, on a labelled ribbon, is the motto, "By Industry we thrive."

On the sinister wreath is the Chairmakers Arms; the shield is divided into three compartments—one across the upper part, separated horizontally—and two beneath, sub-divided vertically; on the superior division is a fancy settee; on the lower dexter compartment Gules, is a square-bottomed fancy chair; and on the sinister, Azure, is another round seated one. The crest is a Chairmakers boring bitt, crossed vertically by a shaving tool. On a label beneath is the motto, "Rest for the Weary."

These wreathes were borne on either side of the Banner of this Society, on the day of Celebration.

ARTIST.

Lithographed and printed by Mr. Imbert.

SOCIETIES, &c.

NEW YORK NAUTICAL INSTITUTION.

(*Copperplate.*)

This device is emblematic of Science, Skill, and Benevolence; Science is characterised as an angel, with appropriate instruments, and bending from a cloud she delivers to Neptune a sextant, as the emblem of Naval Skill: Benevolence like a nursing mother, with her attendant circumstances, is seated on a cornucopiæ, upon the same cloud with Science. This scene is represented as taking place outside of Sandy Hook; on the right of Neptune, who is seated on his naval car, and drawn by dolphins, are the High Lands of Neversink, and on the left of the picture, is Staten Island; in the distant horizon is Sandy Hook Lighthouse; pilot-boats, ships outward and inward bound are placed under their appropriate positions.

In the centre of the upper compartment of the frame, which surrounds the device, is the crest of the State Arms: the eagle holds between his mandibles, a flying labelled ribbon, with the words "Science, Skill, and Benevolence" upon it; on either side are nautical instruments, viz.—mariners compasses, sextants, log reels, minute and hour glasses, telescopes, charts, flags, ensigns, &c.

The leading object of this Institution is the promotion of nautical science; and we learn with great pleasure, that the Society is now zealously occupied in making preparation for the erection of an Astronomical Observatory; and it is to be hoped that in addition to the liberality of our merchants and underwriters, legislative bounty will be added; so that so useful and necessary an establishment may be speedily put into effectual operation.

ARTISTS.

We are sorry it is not in our power to give the names of the composer and engraver of this elegant plate; we can only say that it is handsomely executed on copper in the line manner.

NEW YORK MARINE SOCIETY.

(*Copperplate.*)

This elegant plate is divided into four departments, separated by convoluted carved frame-work.

First.—On the dexter side of the upper part are the three principle marine sciences, Astronomy, Geography, and Mathematics, tendering their services to a navigator.

Second.—On the superior and sinister side is exhibited a shipwreck,—a drowned seaman on the shore, his bereaved wife and children mourning over it, whilst benevolent Love or Charity, in the name of the Marine Society, attended by cheering Hope, came as good angels to comfort and relieve the distressed family.

Third.—On the lower dexter partition the device is a female Indian, armed with a bow and arrows, seated on a rock; at her feet a beaver and a human head pierced with an arrow; with mountains, woods, and waterfalls in the distance.

Fourth.—In the inferior sinister department is a view of the City of New York, from Governor's Island, as it was in the year seventeen hundred and seventy.

ARTISTS.

This plate was composed by J. L. Winn, and engraved by Mr. Morrison, Moorfields, London.

PILOTS' CHARITABLE SOCIETY.

(*Copperplate.*)

The device on the superior part of this plate, is Charity affectionately attending to the necessities of Infancy and Youth.

On the lower compartment, is a view at the Sea Bass Banks, looking towards Sandy Hook; on the right side of the scene is the Jersey shore, and on the left is Staten Island; in the centre is a pilot-boat, with all sail set, and scudding before the wind, to board an inward bound ship; between these is a dismasted vessel, under jury masts, beating close hauled to windward, and towed by a pilot-boat towards the Hook.

ARTISTS.

This excellent plate was designed and engraved by Hoogland, and originally printed by Valentine, but on this occasion most handsomely by Mr. Elias Wade, jun.

BANNER OF THE WHITEHALL WATERMEN

In the Aquatic Procession.

(*Copperplate.*)

This device represents Neptune on his triumphal car, drawn by four marine sea horses, on the top of the floods; a Triton on each flank, winding his marine trumpet; Neptune standing up in his car, holds in his right hand a banner, with the inscription "Whitehall;" and in his left another banner, with the words "American Star."

Engraved upon the rocks on the shore are the names of the victors in the memorable boat-race, viz.—*Cockswain*, John Magnus ; *Oarsmen*, Cornelius Cammeyer, Alfred Cammeyer, Chas. Beateaugh, Richard Robins.

ARTISTS.

We know not who composed the original, but it was engraved by Mr. S. Maverick and J. F. Morin, from a sketch by Cummings.

WHITEHALL WATERMEN'S PLATE

For the Land Procession.

(*Copperplate.*)

The Whitehall Watermen after their return from the expedition to Sandy Hook, landed, and having their car prepared, joined the Land Procession. This plate is indicative of that procession, and of their having assisted in that as well as the Aquatic Fete. It is a representation of the victorious boat borne upon the car on that day of celebration ; in the distance is seen Castle Williams as viewed from the Whitehall Slip ; and still more distant is Staten Island.

On a rock on the foreground is inscribed the word "Howard," in compliment to Major Howard of the United States Revenue Department ; and beneath are the words "Whitehall, victorious, May 20th, 1825."

ARTISTS.

This plate was engraved by S. Maverick and J. F. Morin, from a draft by Cummings.

GRAND CANAL CELEBRATION.

Lithographic Press of Imbert &c. New York 1825.

ROPE MAKERS ARMS.

ROPEMAKERS' ARMS.

(Lithographic Plate.)

On the shield is a figure of Justice blinded, with a sword in her right, and a pair of scales in the left hand. The Crest is a Ropemaker working at the twisting wheel, an eagle perching on it, with expanded wings, seeming to prepare for an attack. The Supporters are two Ropemakers,—the one on the dexter side, standing on a pile of rope, carries the striped flag of the United States, whilst the other on the sinister, also standing on a coil carries the standard of the same, bearing the striped shield, surmounted by the American Eagle; all which are relieved by a ground of clouded sky and forest scenery.

Underneath, on a flying Labelled ribbon, is the motto, "Although we go backward still we advance;" below is a ropewalk, on a stone bridge of five arches across a Canal, with a Canal-boat passing through the middle one; on the other side of the bridge is a wharf, with a ship at anchor in the stream.

ARTISTS.

The composer of this subject is unknown to us, but the plate was lithographed by Signore Canova; the lettering by Imbert.

STUDENTS OF COLUMBIA COLLEGE.

(Lithographic Plate.)

The inscription above the device is "Temporal Manifestation in Eternal Duration," signifying that Time is evolved from, and surrounded by Eternity. This idea is here made palpable

to the eye, wherein three beautiful females express the three only modes that we can conceive of Duration, viz.—

First.—That portion which is *Past*, whose origin our finite minds cannot compass.

Second.—The *Present*, which is an ever-moving mathematical point.

Third.—The *Future*, which is equally with the *Past*, beyond the span of created faculties.

In this device the lady representing the Past is gliding off into Eternity, with an air of sadness and sorrow; she who personifies the Present, has an expression of placid tranquillity, forgetful that her existence is but instantaneous; and the representative of the Future, comes smiling forward, full of hopes of ceaseless felicity.

These emblems are certainly very expressive of the activity of the scene we occupy in this fleeting world of ever changing temporality, embraced in a boundless eternity.

As verbal language is very useful in elucidating that of painting, so *vice versa*, we may find the pictorial language of equal service in explaining verbal. We apprehend the composer of this subject had in view the primary elements of language in the construction of the tenses of the verb. However this may be, we find literary men using the very same ideas in explaining grammar, an instance of which we find in an "Essay on Language," followed by a grammar on these principles, by W. S. Cardell, Esq., published by Bliss and White, of this City, where this eminent author limits the number of tenses to three. Moreover, the enlightened conducters of our New York High School, with all correct grammarians, have adopted these truly philosophical principles, in defiance of gothic barbarism, scholastic quackery, monkish ignorance, and selfish imposition.

In this manner do the Arts and Sciences mutually support and elucidate each other, and manifest their sisterly affinity.

Were this the place for such speculations, we could easily demonstrate from this hieroglyphic emblem, the ceaseless activity of every *verb*, for we can no more neutralize the action of

STUDENTS OF COLUMBIA COLLEGE.

Temporal Manifestation in Eternal Duration

Present

HOURS

or

Tenses.

Litho Press of Pollard & Co. New York 1826

a verb, than we can arrest the flight of Time, for both are co-incident, co-active, and contemporaneous.

ARTISTS.

This subject was originally composed by S. Shelley, Esq. an eminent English artist, which he called " The Hours, or the Past, Present, and Coming Hours ;" and is now lithographed by a young Lady of this City, for the Students of Columbia College.

PRIMITIVE VIEW OF NEW YORK.

NIEUW NEDERLANDT.

(Lithographic Plate.)

This is perhaps the greatest curiosity we can present to the public upon this occasion, more especially when we contemplate what Nieuw Nederlandt was at that day, when compared with what it is at this period under the name of New York; at that time it could not contain more than one hundred inhabitants at most, and perhaps as many soldiers within the Fort, under the command of Governor Van Twiller,—but now we number upwards of one hundred and seventy thousand, and they not only daily but hourly increasing.

"This view of Fort Amsterdam, on the Manhattan, is taken from an ancient engraving, executed in Holland. The Fort was erected in 1623, but finished, upon the above model, by Governor Van Twiller in 1635." Such is the account we have on the plate.

The picture is a birdseye view of the localities around what is now New York, apparently done from a recollection of their situation, as seen from the Heights above Weehawk, by an intelligent Dutch officer; this is sufficiently manifested in the superlative beauty and accuracy of the Fort, shipping, canoes, and Indians.

This View of Fort Amsterdam on the Manhattan is copied from an ancient Engraving executed in Holland. the Fort was erected in 1623, but finished upon the above model by Governor Van Twiller in 1635

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DESCRIPTION OF THE FORT.

Nearly in the centre of the subject stands the elegantly regular "Fort Amsterdam;" being a square fortress, standing nearly due North and South, with bastions at each angle, (as it was in our time,) with a half-moon covering the Eastern curtain, and a demi-horn work covering the Western, with a ditch surrounding the whole: on the salient angle of the South-west bastion is the Dutch standard hoisted. Outside the Fort, from the salient angle of the North-west, to that of the South-east bastions, are four clusters of a few houses each, and still more to the East is a windmill, the whole standing upon the Southernmost point of the Island of Manhatans; the limits towards the right of the picture admits no more of the Island than to Domine's Hook, now the foot of Harrison Street. Over the Fort is seen Long Island, across the East River, with Guanis Creek, seeming to run far into that Island. The artist appears to have forgotten Governor's Island, if it had existence at that period as an Island, but it was perhaps only a projected Hook, like its near neighbour Yellow Hook; the neck which then united it to Long Island having been since washed away, by the diurnal flux and reflux, now forms Buttermilk Channel; in the same manner as Sandy Hook, formerly a Peninsula, has within a few years become an Island, by the ceaseless washing of an impetuous tide, and the encroachment of the Atlantic waves.

Directly off the Southern point of Manhatans Island, towards the left of the picture, (just on the spot where our fleet of steam-gallies formed the line of procession to Sandy Hook, on our great Fourth of November,) are three armed ships, at anchor in the North River, with their heads towards the East; above these vessels is seen the horizon at the Narrows, and under them is the Jersey shore, at Paulus Hook; beneath is Hoboken, on the foreground, with the Bay of Aharsimus between them.

Again, immediately under the South point of Manhatans (now New York) Island is a canoe, with outriggers at stem and stern, in which are two Indians paddling it; then abreast of Paulus Hook is a pettyaugur, with leeboards and a high poop stern, surmounted by a Dutch marine flag, scudding before the South-west wind, up the Mauritius, Hudson, or North River.

On the foreground is an elegantly formed canoe, with five Indians on board, four of which stand up paddling along, two on each side placed alternately, and one seated on what in this situation may be denominated the stern; the two paddlers on the starboard have quivers filled with arrows on their backs; they are all naked to their waistcloths, most probably of skins, with each

two long straight feathers for their crests, as all the other Indians in the piece have; at each end of this canoe, which seems calculated to sail either way, the stem and stern are raised above about one foot over the gunnels, and project horizontally at both ends, what may be termed a bowsprit, finished by a spherical head about the size of a mans; these bowsprits or handles, seem an ingenious contrivance for lifting the canoe and carrying it on the land, by two men hoisting it on their shoulders, and thus, as on a pole, moving it from place to place, and that with the greatest expedition.

Over the bow of the canoe, towards the right of the picture, is a Dutch long-boat, with high poop, in which amidships are two sailors rowing, at the bow is an outlook man, standing up, and seated at the stern are two soldiers, with raised pikes or muskets. And again, on the left of this subject, in the Bay of Aharsimus, are two common canoes, without the outrigger apparatus—in the nearest is seen one Indian, and in the other are two paddlers, drest as those in the large war canoe, the whole of them with their heads towards the East. On the plate over Long Island, in the sky, are the words "T'Fort Nieuw Amsterdam op Manhatans," and at the top of the plate are the words "Nieuw Nederlandt."

As a work of art this view is very curious; it is evidently an effort of strong memory, even allowing for the omission of Governor's Island, which the artist has apparently united to Long Island; and most probably it was so at that period, for in the memory of those still alive, the Buttermilk Channel was nearly fordable, where now there is six or seven fathoms depth of water.

The general proportions and shape of the land are tolerably correct, and the shipping, with the canoes, elegantly so; but in the proportion of the shipping to the extent of the land, there is a wonderful mistake, for the distance between New York and Paulus Hook, we know to be a mile and a quarter, which the length of these three ships do more than fill up, thus making each vessel to be from stem to stern half a mile long; let this be corrected and all would be faultless.

The Fort Amsterdam of Governor Van Twiller remained until our time, and was demolished about the year seventeen hundred and eighty-nine, with a view to build the late Government House upon its scite; but it likewise is removed, and in its place stand the elegant suite of buildings facing the Bowling Green.

Fort Amsterdam occupied the two blocks of houses formed by the Bowling Green, State, Pearl, and Whitehall Streets; the salient angles of the North-east and North-west bastions, formed the angles at the corner of Whitehall Street and the Bowling Green, whilst that of the Bowling Green and State Street formed the other; and again, the salient angles of the South-east and South-west bastions, form now the corner of Whitehall and Pearl Streets, and that of Pearl and State Street formed the other salient angle.

The half-moon, covering the East curtain of the Fort, extended across and beyond Whitehall Street; and the demi-hornwork, covering the West Curtain, crossed State Street, and projected some distance into our present Battery: although the great gate is not represented on this picture, yet we know it was in the centre of the North Curtain, facing the Bowling Green.

The cluster of houses, at the salient angle of the North-west bastion, stood upon the block contained within Broadway, Marketfield, Greenwich Streets, and Beaver Lane; the cluster standing off the North-east bastion was contained in the block within Beaver, Broad, Stone Streets, and Broadway; and between these two stand a cluster in the centre of what is now Broadway near the Bowling Green; and a fourth cluster stands where now is Water and Moore Streets; a little to the East of these is a windmill, near that creek upon which now stands Broad Street.

Upon what is now the Bowling Green stands a pole or gibbet for the punishment of transgressors, on which they were hoisted by the waist, and were there suspended during a longer or shorter period in proportion to merited sufferiog and disgrace.

This is the oldest view of the City of New York known to be extant, and appears to have been taken shortly after the first settlement. We are indebted for this plate to the researches of Joseph W. Moulton, Esq. the historian of New York. It is inserted in this work chiefly with a view to contrast the then situation of the city and country with its present powerful condition.

From the period at which the view was taken, when about twenty houses composed the settlement, the city in the space of two centuries has increased to a population of one hundred and seventy thousand souls, and become the grand commercial emporium of the Western world. The power and resources of the State have increased in an equal ratio. It is to be observed, however, that this great increase has chiefly taken place within the last forty years. The grand

Canal which has just been finished, is a proof of the power and enterprise of the citizens of New York. An idea of the vast commerce of the City may be formed from the circumstance of the Custom-house having paid into the Treasury of the United States, for tonnage and duties, during the eight years the Canal was making, the enormous sum of sixty-four millions of dollars.*

The plate is curious in another point of view, by affording an opportunity of contrasting the water-craft of that day with those of the present. At the time the view was taken the noble Hudson bore on its bosom only the rude canoe of the Indian now it has not less than two thousand sail of vessels of every description, and numbers of steam-gallies plying to the different cities and towns on its banks, and some of those gallies frequently carry five hundred passengers.†

It seems difficult to realize the idea that in the space of two centuries, so splendid a fleet as that exhibited on the Fourth of November, should occupy the waters, where formerly the largest vessel to be seen on the river was the war canoe of the Indians, and where the solitude of the vast forest was only interrupted by the howl of the panther or other beasts of prey.

Beneath the view is a plan of the river in the vicinity of Albany, then called Fort Orange.

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* See Mr. Colden's Memoir.

† In order to convey an idea of the size of the steam-boats which composed the Grand Fleet of the Fourth of November, it may be well to state that they were from 150 to upwards of 500 tons. The Chancellor Livingston, the Flag Ship, was 520 tons; the James Kent, 410; the Washington, and Fulton, 350; the Constitution, Constellation, and Chief Justice Marshall, 250 tons each, and none of the others less than 150 tons. The whole tonnage of the twenty-nine steam-gallies employed that day was six thousand tons.

ANCIENT MAP.

On the same plate with the View of Nieuw Nederlandt, and beneath it, is a Map of part of the North River, for about six miles above, and as many below, Fort Orange, now the City of Albany; this extent of country is entitled "Ranselaer's Wyck;" it is sub-divided into four sections, Fort Orange being the central point. On the West of the river that section North of the Fort is called "Weelys Dael;" the one South of it, "Bylaers Dael;" on the East of the river, opposite Weelys Dael, is "Palfrajs Dael;" and South of it, opposite Bylaers Dael, "Twillers Dael," North of the Fort, on the banks of the river, are Bloemertsburg, Greynbosch, and Monemins Casteel; South of the Fort are Goodynsburg, and many settlements down the river.

Opposite Fort Orange, on the Eastern bank of the river, is De Lachsburg; and towards the North Dickops huys, and Unumats Casteel. The two Casteels are skilfully placed on the most Northerly frontier, to defend it from attacks from above. On the island next below Fort Orange is Renselaerburg and Weelysburg; still lower are Smacks and Beeren Islands. The river itself is named "Mauritius oft Noord Rivier."

Reckoning from the South with reference to the Map, we find the following—

1. Beeren Eylandt nu Renselaers Eylandt.
2. Dose Keel heest een waterval.
3. Bouw landt N 1 lang 1325, treeden lang broadt 536.
4. N 2 & 4 lang 2336, treeden broadt 300 treeden.
8. N 9 la, 450, 6. 60.
9. N 5 la, 550, 6. 54.
5. N 6 lang 500, broadt, 325.
6. N 3 lang 2030, broadt 266 treeden.
7. Smacks Eylandt.
10. Vlack landt met weynick boomen.
11. Verdron cleen landt.
12. Riot Valley.
13. Goodyns Eylanden.
14. Paep Sykouckees Kill.

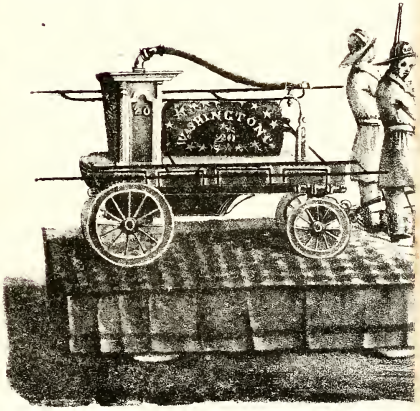
15. Goodyns Kill heest een Waterval.
16. De Laets Moulen Kills aende Waterval.
17. Bloemerts Kill
18. Bloemerts (3) Eylanden.
19. Renselaers Kill aende Waterval.
20. Waterval.
21. Waterval.

Some of the lots of land are laid down rectangularly; but others in a concentric, semicircular, or bow form, the first constituting one lot, the next concentric one another, the third another, at suitable distances apart, with larger radii, so that each lot, except the first, touches the river at two points; this system of lotting has this advantage, that although back lots they still communicate with the river On the Map, between the word "Ranselaer" above, and "Wyck," beneath, there is a curious volant like indescribable animal, within a four sided shield, the upper broader than the lower side; the contours of it formed by waved and voluted lines, but the one side uniform symetrically with the other; to which is added "Founded in 1630."

ARTIST.

This View of "Nieuw Nederlandt" is borrowed from the "History of the State of New York, Part II." by Joseph W. Moulton, Esq. The Map of Renselaer Wyck, was reduced by Mr. M. from a large parchment map in possession of the present proprietor of that ancient colony.

GRAN



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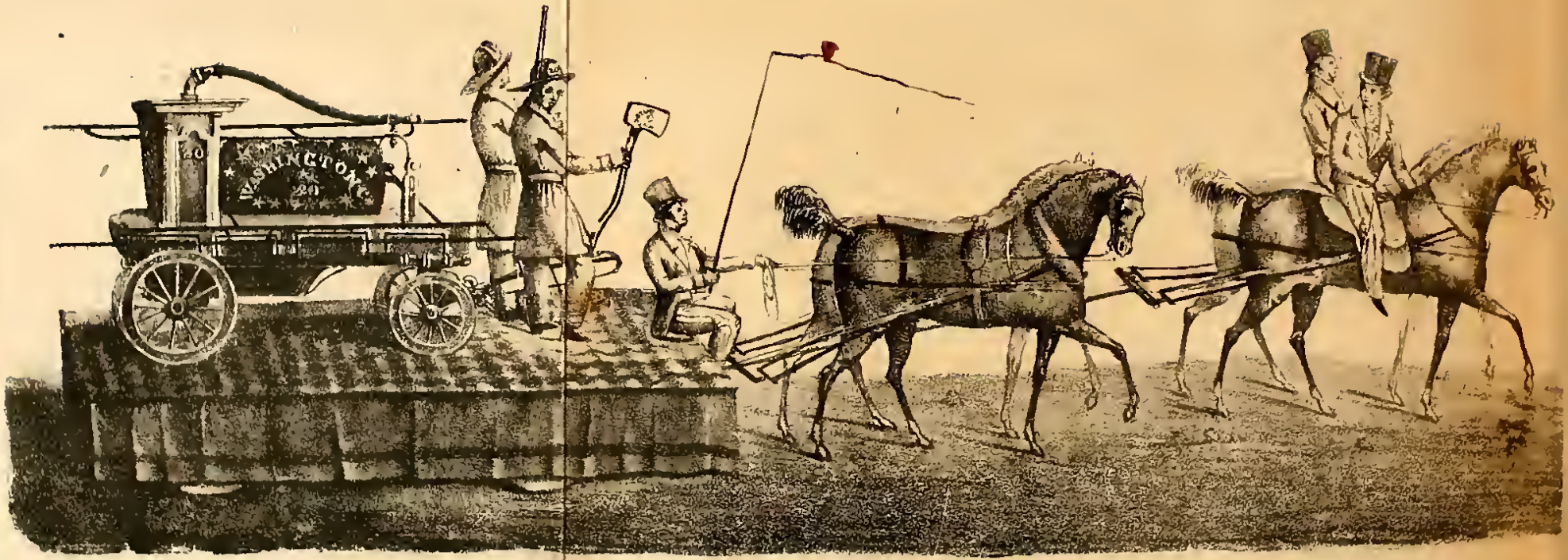
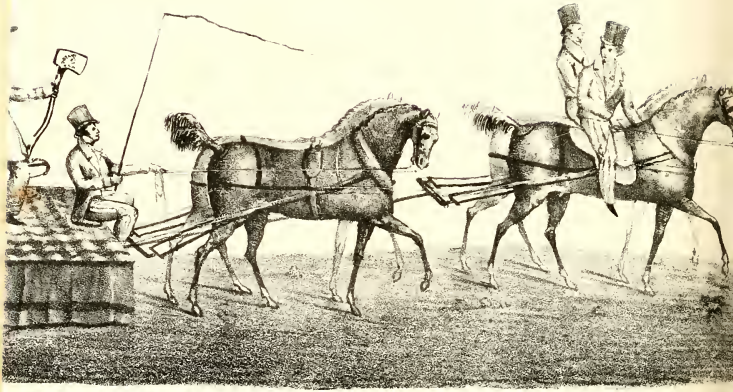


Imbert's Lithography

FIRE DEPARTMENT.

D CANAL CELEBRATION.



FIRE DEPARTMENT.

Endicott Lithogra

GRAND CANAL CELEBRATION.

W H Tuthill Front.

Endicott's Lithography

FIRE DEPARTMENT.

FIRE DEPARTMENT.

WASHINGTON FIRE COMPANY, No. 20.

(*Lithographic Plate.*)

This Fire Engine is mounted on a carpeted car, with all its appropriate instruments, hose, axe, &c. and drawn by four horses; the leaders with mounted postilions; those in the shafts are guided by the driver, seated on the car; between him and the Engine stand two Firemen, one bearing the pipe, the other the axe, both in their appropriate costume; the nearest, being Pipeman, carries the Pipe, and the other the axe.

ARTIST.

This Lithographic Plate was designed and drawn on a Bavarian Lithographic Stone Plate, by Signore D. Canova.

EAST RIVER FIRE COMPANY, No. 42.

(*Lithographic Plate.*)

This superb Engine is borne on a carpeted car, drawn by four horses, with postilions mounted; in front of it stand two Firemen in their appropriate uniforms, the nearest is the

Pipeman, with his pipe; (the first man, upon an alarm, seizing the Pipe is the Pipeman.) In the rear of the Engine stand two Linkboys, with lanterns shouldered. Our limits do not permit us to enter into minute details of the beautiful ornaments of this machine, or the highly polished condition, and its continual state of preparation for action.

ARTIST.

This plate was designed and lithographed by W. H. Tuthill, Esq.

ENGINE, No. 15.

(*Lithographic Plate.*)

This most elegant machine is represented as borne on a carpeted car, and drawn by four horses, with mounted postilions. In front of the Engine, on the car, are two Firemen, the nearest being Pipeman, and flanked by two Linkboys, carrying lanterns. In this picture the postilions appear to be mounted on the off horses instead of the near ones; in the original design they no doubt must have been correct, but owing to the inadvertance of the Lithographer, he has neglected to attend to the reversing of the impression in the printing.

ARTIST.

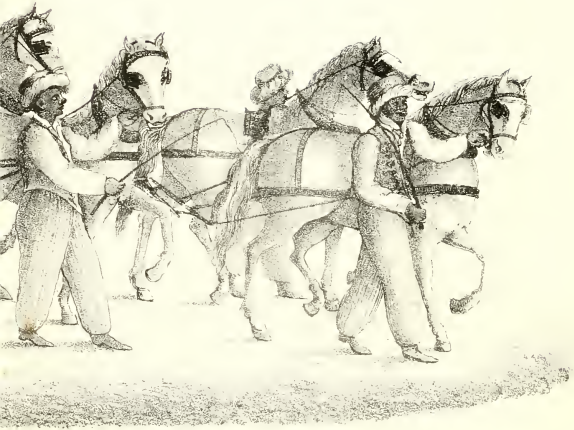
This is lithographed in the ink style, and in lines, in imitation of Woodcut, by W. P. Morgan, Esq.

GRAND CANAL CELEBRATION.

W. P. Morgan del.

Lithography of Imbert & Co. Phila. Pa.

FIRE DEPARTMENT.



Lithographic Press of Imbert & Co. New York.

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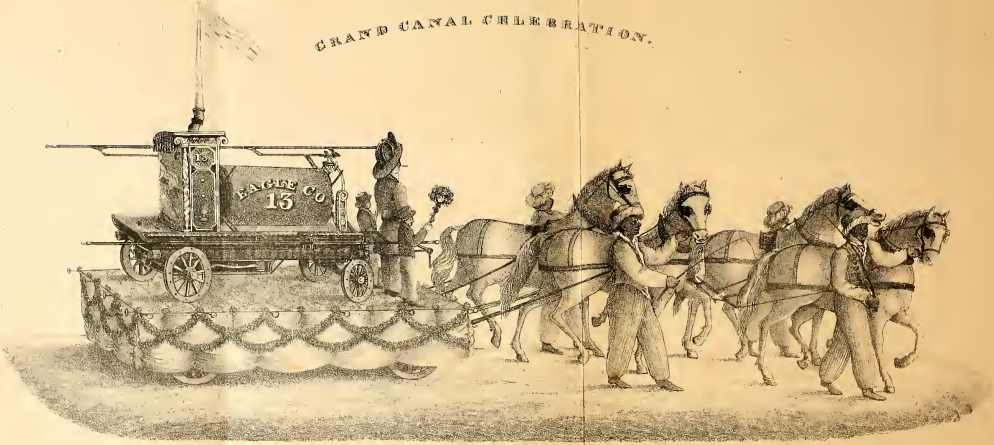
GRAND CANAL CELEBRATION.



FIRE DEPARTMENT.

Lithographic Press of Imbert & Co. New York.

GRAND CANAL CELEBRATION.

CLINTON FIRE COMPANY No 41.

Lithe. et Printed by Ch. New York

EAGLE COMPANY, No. 13.

(*Lithographic Plate.*)

This elegant Engine is mounted on a car, carpeted, and beautifully decorated with festoons, and drawn by four horses, led by four colored grooms, dressed in Turkish costume; on the top of the Engine is the American flag upon the engine pipe, as a flag staff.

Standing upon the car is a Fireman flanked on either side by a Linkboy. Our limits will not admit of more minute detail on the particulars, but by inspection of the plate it will be better understood than by any verbal description.

ARTIST.

This was the first Engine that was lithographed, and that by Mr. Imbert.

CLINTON FIRE COMPANY, No. 41.

(*Lithographic Plate.*)

This fine Engine is mounted on a car, carpeted, and beautifully decorated with festooned drapery over vallences; it is drawn by four horses; postilions are mounted on the leaders; the driver is seated on the car, and in his rear, but in front of the Engine, is a Fireman carrying a Banner, supported on the right and left by a member of the Company. The back ground to this Engine is taken from a picture painted on the back of the condenser, and represents an imaginary, rather than a real view of the Aqueduct Bridge at Little Falls, over the Mohawk River, with Locks and other circumstances attending Canals.

ARTIST.

This subject was designed and lithographed by W. H. Tuthill.

PHENIX COMPANY, No. 22.

(*Lithographic Plate.*)

This elegantly lithographed picture represents the beautiful Engine, No. 22. It is borne on a carpeted car, drawn by four horses; the two leaders have mounted postilions, the others are guided by the driver, seated upon the car; in front of this machine stands the Pipeman, holding his pipe, and flanked by two Linkboys, bearing lanterns; on the top of the condenser, on an elevating supporter, is perched an eagle on a globe, (being the crest of the State Arms,) and in its bill it holds a triumphal wreath.

ARTIST.

This subject was designed from the Engine, and lithographed by W. P. Morgan, Esq.

LA FAYETTE FIRE COMPANY, No. 7.

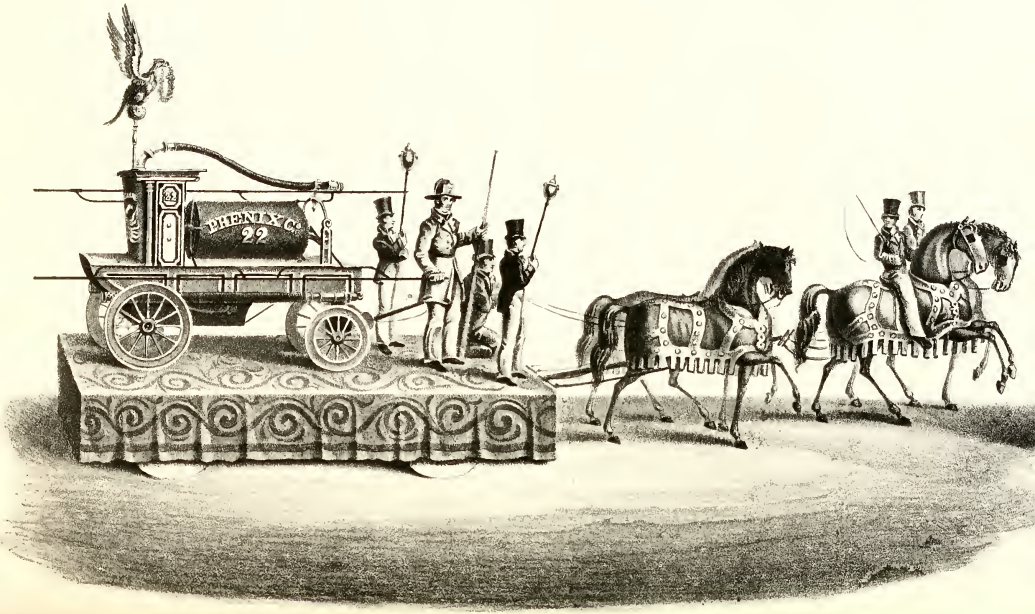
(*Lithographic Plate*)

This Engine is mounted on a carpeted car, the drop elegantly festooned with rolled drapery, and drawn by four horses; the driver is seated on the car, and in his rear, but in front of the Engine, are three Firemen standing, the centre one bearing a banner, surmounted by an eagle fluttering and perched on a globe, holding the number 7 in his bill; on the banner is an equestrian figure of the youthful La Fayette. The banner is stayed with cords by the flanking Firemen, the nearest being the Pipeman, with his pipe.

ARTISTS.

This plate was designed and lithographed by W. H. Tuthill, Esq. and printed by Mr. Imbert.

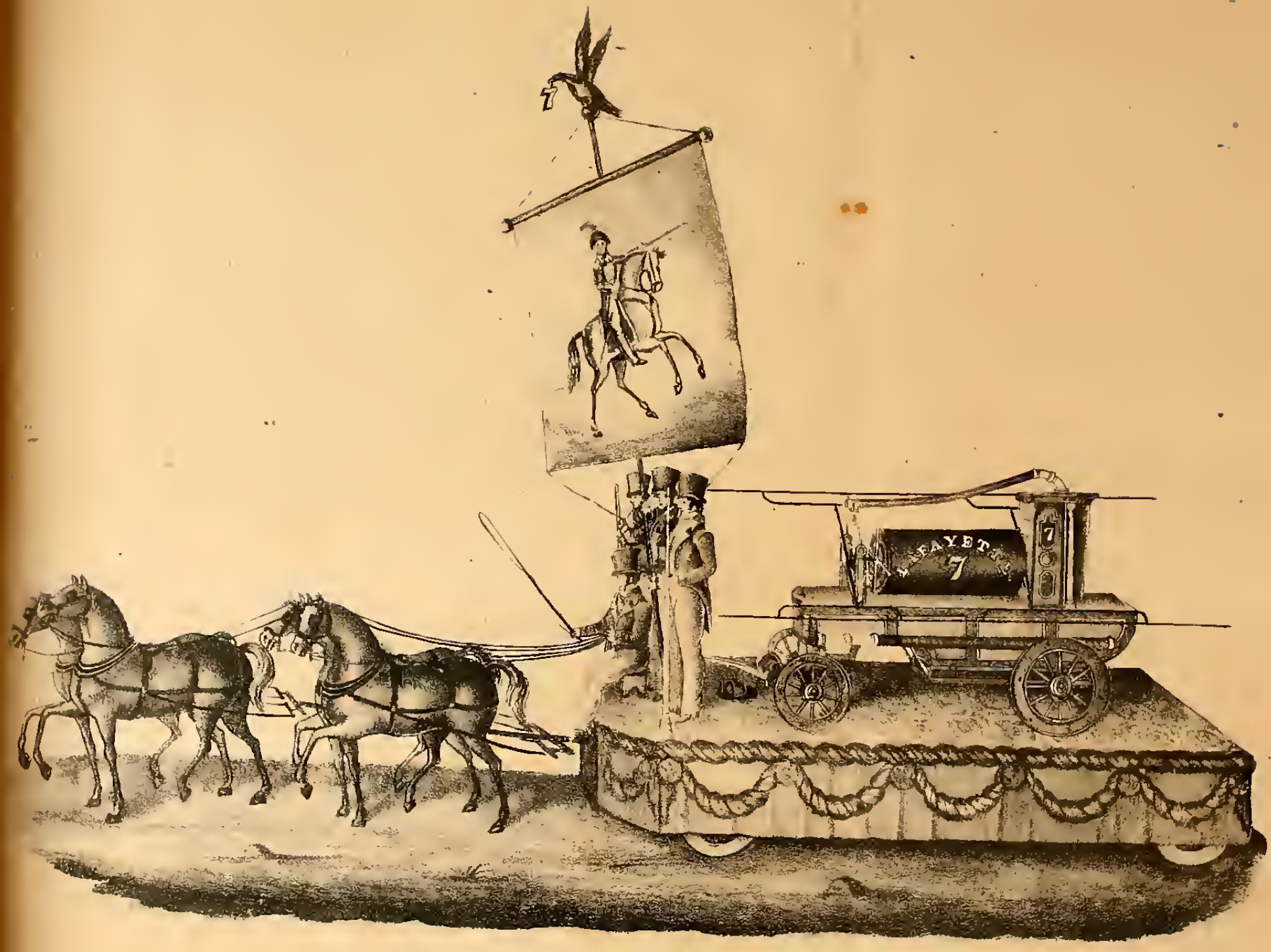
GRAND CANAL CELEBRATION.



W. P. Morgan del.

FIRE DEPARTMENT, № 22.

Imbert's Lithographic



FIRE DEPARTMENT.

LAFAYETTE COMPANY.

HOOK AND LADDER COMPANIES.

(*Lithographic Plate*)

This plate represents the Hooks and Ladders as they are used in actual service, on a long truck carriage, which is drawn by four horses; upon the two leaders are mounted postilions, and on the truck in front is seated the driver; in the rear, the machine is steered with a tiller, by a Fireman. On the top of the truck a pyramid is raised of Hooks and Ladders, as in real action, with two Axemen mounted on it—on each side are two Hookmen, supporting the Ladders. The top of the pyramid is surmounted by a flag-staff, bearing the United States Flag, under which is a floating pendant, with the inscription "We Raze to Save," indicative of the principal subject of the operations of this Company, in pulling down what would be only fuel for the flames, or to prevent their extension.

ARTIST.

This plate was designed and lithographed by Signore Canova.

FIRE WORKS.

(*Copperplate.*)

The festivities of the great day of consummation were very appropriately closed by a most brilliant Pyrotechnic display, exhibited upon the roof of the City Hall; imagination must supply the place of description of this scene—the pen and pencil give it up, those alone who were witnesses can conceive its glory as an expression of the complicated feelings of a nation exulting in the great work of its own hands, the result of its own conceptions humanly speaking.

This copperplate goes as far as the graphic art can do, to aid the imagination in forming an adequate idea of the form and manner of the display; but the life and soul is wanting, which is not within the compass of the art. This superb edifice of native white marble is here viewed as from the South-west; the elegant dome is immersed and enveloped in volcanoes, cataracts, and volumes of the devouring element, pouring forth from burning mouths burstings, explosions, and spoutings, floods of appalling fire, that flashed upon the bedimmed eye, and deafened the astonished ear.

Above this pictorial representation is this inscription—"A view of the magnificent and extraordinary Fire Works, exhibited on the New York City Hall, on the evening of the Celebration of the Grand Canal, November 4th, 1825, by Richard Willcox, Engineer," &c. and beneath it—"Explanation." "The City Hall was illuminated with 1,542 wax candles, 454 lamps, and 310 variegated lamps; total, 2,306. To eclipse this great effusion of light was not within the power of ordinary Fire Works, hence extraordinary means were employed, which consisted of 13 compounded gerbs, each containing 58 pounds of brilliant Chinese and diamond fires, which

changed alternately. These fires were supported by a back ground of *spur fire*, which projected 1,500 brilliant stars, intersecting each other in fanciful directions. During the evening were projected 320 4lb. rockets ; 30 9lb. and 24 20lb. rockets—total, 374 ; with a great variety of minor amusing pieces. The general bursts of simultaneous applause from a great concourse of citizens, afford the best panegyric on the decided superiority of these Fire Works, both as to extraordinary grandeur and brilliant display."

ARTISTS.

R. Willcox, Invt. & Del. Prud'home, Sc.

LITHOGRAPHIC TRANSFER.

AUTOGRAPH FAC-SIMILIES.

(*Lithographic Plate.*)

It is not simply for the gratification of the curious, but rather as being one of the most useful potentialities of Mr. Senefelder's great discovery, that we have introduced in this place a specimen of Autographic Fac-similies, positively impressed from the manuscript of the writers.

Any one wishing to have his writing multiplied has only to provide himself with *Transfer Paper*, instead of common paper, and *Lithographic Writing Ink*, instead of common, to accomplish the whole business, for these are the only requisite instruments. These materials are always to be procured in every Lithographic establishment, and as Mr. Imbert's is the only efficient one we know of in this City, we refer those who wish it to him, 79, Murray Street. When we contemplate the endless variety of uses to which this art may be applied, it is vain to attempt to enumerate them ; every one can make the application to himself, whether for literary, military, professional, mercantile, or other purposes. The operation being so simple, cheap, and easy, will no doubt be found to be greatly exercised in this, as its utility has been tested in every country where it has been introduced, and for such purposes as the slowness and expence of typographical printing is found inadequate to accomplish.

ARTISTS.

These Autograph Fac-similies speak for themselves by whose hands they were executed ; and, as usual, it is printed by Mr. Imbert, or his assistant Signore Cuppa, pronounced *Anglice* Coopa.

AUTOGRAPH FAC SIMILES,

Printed directly from the original writing by means of

LITHOGRAPHIC TRANSFER.

Dear Sir

Will you favor the Committee with a brief explanatory report of the different prints &c &c in our Book.

Your Obt Servt

R Riker

Archd Robertson Esq: Ch: of Committee

Nyork 1826.

Department of the Fine Arts

At the request of the Honble Richard Riker. Chairman of the Committee of Arrangements, for the Grand Canal Celebration New York Novr 4. 1825. The Subscriber in behalf of the Department of the Fine Arts Respectfully Reports.

Archd Robertson

Sold by ... New York

LITHOGRAPHIC TRANSFER FROM COPPERPLATE.

(*Lithographic Plate.*)

As we have given a specimen of Lithographic Transfer from Autograph *Manuscripts*, we in this plate give a specimen of it from *Copperplates;* the process is equally simple in both; it is only printing with lithographic ink, from the copperplate, instead of common printing ink; and upon appropriate transfer paper, instead of common printing paper. The impression is without delay applied to the stone, put under the press, and it is completed.

We have, in this case, used the copperplates of the Corporation Badge and Invitation Card, on purpose to exhibit at once the precision of the operation; both being inserted in this volume. The great advantage obtained in this process is, that as a copperplate wears away by abrasion at every impression, so the number of impressions are *limited*; but, through the medium of the lithographic press they may be *limitless*.

The only circumstance that we have to regret is, that we were under the necessity to use in this case, worn out copperplates; had we have had early impressions from the original state of the plates equally good impressions would no doubt have been obtained, as may evidently be perceived, and thus would have justified a prior remark, to this amount—that Lithography was equal to the finest Copperplate through the medium of transfer; and thus it becomes a means by which engraving on copper, even the finest, may be multiplied, "ad infinitum;" a most invaluable gift to mankind in thus multiplying with facility the works of the first-rate artists.

ARTISTS.

This was printed from the original plates, engraved by Mr. A B. Durand, on steel, and transferred to copper by Mr. Cyrus Durand; again printed by Mr. Elias Wade, jun. with lithographic ink, which was transferred to stone by Mr. Imbert, and finally lithographically printed by him.

CONCLUSION.

We cannot dismiss this Report without remarking, that this volume, with all its plates, can give but a very inadequate idea of the circumstances attending the great occasion that it commemorates; the descriptions, both verbal and pictorial, are but a small specimen of what might be told, or graphically represented in the *language* of picture, of the history, feelings, and scenes manifested in our rational exultation upon this glorious victory over nature's most stubborn bulwarks.

In our remarks we have had occasion to notice some of the most useful and beneficial improvements in this remarkable *Age of Discoveries*. First—who does not feel the value of the immortal Fulton's application of steam to the purposes of navigation. Secondly—it is to be hoped that soon this country will likewise feel the useful importance of Senefelder's curious discovery of the Art of Lithographic Printing. And thirdly—we cannot avoid noticing Browere's discovery of the Art of making Fac-similies of living subjects from nature.

Amongst these three discoverers, we are proud to find two of them native Americans, viz. —Fulton and Browere; others might be mentioned, but we forbear the details.

In getting up the plates for this singular work, the artists have endeavoured to keep pace with the typographical department, in which they have advanced pretty nearly with equal steps; had it not been that they were unavoidably delayed at the lithographic press, the works of art would perhaps have anticipated the typography. At all events, it is a very remarkable circumstance that a work of this description, with so many plates, should have been accomplished in the very short space of six months; for although it is the production of a great variety of intellect

to compose it, and of hands to execute it, yet nevertheless their labors were not of that description as by mutual aid to facilitate, but rather to retard it; and had not the most rigid superintendence, skilful vigilance, and prompt encouragement and assistance been afforded, it would perhaps have required years to accomplish the achievement.

That there is very considerable variety, and shades of comparative merit in our plates, it is natural to expect; every one in this respect will judge for himself, and it will very possibly be discovered that those which display least excellence as works of art, amply compensate by the interest or curiosity of the subject. Although it was desirable that first-rate talents should be solely employed, yet to get the work completed as soon as practicable, with a view to gratify the public mind highly excited, naturally weighed with the Committee to use the most expeditious system of operations, consistent with doing tolerable justice to the occasion.

It may be objected that we have two many plates in this book; but this only betrays ignorance, for upon most subjects, especially of the descriptive kind, the rudest outline, if but tolerably correct, will convey more ideas than the most elaborately elegant verbal diction; hence true philosophy has ever determined that pictorial language has been, at least, of as much utility in the communication of genuine knowledge as verbal; nay, in the generality of cases, it carries the palm, for this reason—that a simple sketch, diagram, or hieroglyph, on most subjects, will tell to the understanding more than volumes are competent to accomplish; and therefore, with some reason, it has been the universal practice, even with the learned, to use the term "Arts and Sciences," as indicative of the rank which these two modes of expression take, in their real value to mankind.

That the language of picture touches the soul with as much pungency as verbal, a celebrated poet sings when he says, "Poema Pictura erit," a Poem is but a Picture; for the same idea that is conceived in the mind, may, generally speaking, be expressed in either manner. But we must grant that sometimes the one, at other times the other, are found most convenient for brevity's sake, or other circumstances; wherefore, it has been thus far found useful to employ the dialect of the pencil, to the extent herewith exhibited. The chief object has been to adopt the mode of expression, verbal or pictorial, by which, with the utmost precision might be communicated, a correct idea of our Grand Canal Celebration,—its attendant circumstances and history, in the most concise, but comprehensive manner practicable. But when thus both systems are united, we have the most perfect mode of conveying ideas to distant ages and nations, that mankind are as yet possessed of.

My dear Sir,

Agreeably to your request I have endeavoured to give "A brief explanatory Report of the different Prints, &c. in your Book;" imperfect as my powers are to do the subject justice, you have it in that state in which it is. Hoping for the indulgence of the Committee for unavoidable failures in a task in which it would have been impossible to have succeeded at all, my dear Sir, without your kind suggestions.

My imperfection is not in volition but competency, therefore I commit it to your's, the committee's, and the public's liberality.

My dear Sir,

I have the honor to remain,

Your obedient Servant,

ARCHIBALD ROBERTSON,

79, Liberty Street, New York, May 28, 1826.

Hon. Richard Riker, Chairman of the Committee of the Corporation,
on the Grand Canal Celebration.

VOTE OF THANKS.

IN COMMON COUNCIL.

Resolved,—That the thanks of the Corporation of the City of New York be presented to William L Stone, Esq for his Narrative of the Canal Celebration, prepared by him at the request of the Committee of this Board.

And, as a testimony of the approbation of the Common Council, of the manner in which he has executed the wishes of their Committee, It is ordered,—That a Medal of silver, a Box, and a copy of Mr. Colden's Memoir, be presented to him in the name of the Corporation of the City of New York.

Resolved,—That the thanks of the Corporation be presented to Archibald Robertson, Esq. for his description of the plates, prepared by him at the request of the Committee of this Board.

And, as a testimony of the approbation of the Common Council, of the manner in which he has executed the wishes of their Committee, It is ordered,—That a Medal of silver, a Box, and a copy of Mr. Colden's Memoir, be presented to him in the name of the Corporation of the City of New York.

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ERRATA ET CORRIGENDA.

Page 31.—It is due to Mr. Morris to mention that since the Memoir was written, the Author has ascertained that when in the year eighteen hundred, Mr. Morris suggested the practicability of enabling ships to sail from London into Lake Erie, and when in eighteen hundred and three he spoke of "tapping Lake Erie," he undoubtedly contemplated a water communication directly from that Lake to the Hudson, and did not, as the Memoir supposes he might have done, refer to a communication by the Niagara Canal and Lake Ontario.

Page 78.—The extent of the improved navigation on the Hudson and on Wood Creek is not given correctly ; there are only eight miles of river navigation on the Hudson, and five miles on the Wood Creek. The eight miles on the Hudson will be passed the next season by a Canal which is now constructing. The whole communication between Lake Champlain and the Hudson will then be by Canal, except the five miles on Wood Creek, so that the extent of the Canals is four hundred and twenty-two miles,—that is to say, the Erie Canal is three hundred and sixty-three miles and the Champlain Canal, independent of the five miles on Wood Creek, is fifty-nine miles in length.

ADDENDA

TO THE

DEPARTMENT OF THE FINE ARTS.

The chief cause of failure in plates is the want of *good finished* drawings or designs, furnished to the engraver or lithographer to work from, and not rude sketches. The designing and the engraving arts are totally distinct, and require exceedingly different faculties, which very rarely have been united, in even a tolerable degree, in any individual; to this cause we mainly attribute so many failures on this side of the Atlantic. The writer of this has had very extensive experience on this head, and cannot too strongly urge on any one wishing to have a good plate, to be sure to furnish the engraver or lithographer with a *good* drawing at least, or painting—for the designing artist is as the author, the engraver but as the printer of a book; we pray you who goes to a printer to have a book composed? The designing artist is the "*primum mobile*," without whose inventive powers all is vain. In our operations we have greatly felt the want of a due attention to the above circumstances in those concerned in furnishing plates. The mighty mass of mind concentrated in HOGARTH, is the only instance which we can at this moment call to recollection, in whom the very, very rare, faculties of the designer, inventor or composer, were united to those of the engraver.

*** There are some typographical errors, both verbal and literal, scattered throughout this volume, particularly towards its conclusion; but not of sufficient moment so as necessarily to require a Table of *Errata*; notwithstanding, the sense will be easily apprehended by the candid reader, however awkward some of these mistakes may appear at first view.

A

transmitted

Appropriate letter
States, & to the
of Gold of the hig
answers together with
are herewith given.

New York 28th April 1826.

Sir

The Corporation of the City of New York have caused medals to be struck to commemorate the completion of the Erie Canal which unites the great Lakes with the Atlantic Ocean

The Corporation, influenced by a deep and profound respect for those distinguished and patriotic Citizens who affixed their names to the Declaration of Independence, and pledged in its support "their lives, their fortunes and their sacred honour." have instructed us as a committee to procure medals of Gold of the highest class and present in behalf of the City of New York one to each of the three surviving Signers of that great State paper

In obedience to the order of the Common Council and in behalf of the City, we have the honor to transmit to you, Sir, a medal of gold of the highest class.

It affords us the greatest satisfaction to make this communication We accompany the medal with a box made of Maple brought from Lake Erie on the first canal Boat the Seneca Chief.

A memoir on the New York Canals will be transmitted to you hereafter

with the utmost respect,

We subscribe ourselves

Your obed.t Serv.ts

P. Riker

John A. Graham

Fitz Roy Hoffman

Wm. A. Davis

Appropriate letters were also transmitted to the President of the United States, & to the ex-Presidents, & to other distinguished persons to whom Medals of Gold of the highest class, had been awarded by the Corporation. Fac Similes of their answers together with those of M.r Adams, M.r Carroll. M.r Jefferson and Gen.l Lafayette are herewith given.

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We subscribe ourselves
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R Riker

John A. Graham

Geo. Bostwick

Wm. A. Davis

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those of M.r Adams, M.r Carroll M.r Jefferson and Gen.l Lafayette

ANSWER OF Mr JOHN ADAMS.

Quincy May 24th 1826

Gentlemen

I have received your polite letter of the 28th with the Splendid testimonial of the benevolence of the City of New York in a Gold medal, and a Silver one in commemoration of the great Canal in New York, which is the pride and wonder of the age and deserves to be commemorated by every effort of Art. I rejoice that the City of New York has taken the lead in Striking medals on important events. The Hollanders have a History of their Country, engraved on gold, and Silver medals, and it is the most permanent history of any. My gratitude to the City of New York cannot be expressed in words, I pray you Gentlemen to accept my thanks, for the polite and obliging manner in which you have presented this Splendid token to me. —

I am your friend and
humble Servant

John Adams

Imbert's Lithography New York

Messrs. Ricker, Agnew, Bolton, and A. Davis, a Committee of the Corporation of New York.

I recieve, Gentlemen, with great thankfulness the Medals you have been pleased to send me, commemorative of the completion of the Erie canal. this great work will immortalize the present authorities of New York, will bless their descendants with wealth and prosperity, and prove to mankind the superior wisdom of employing the resources of industry in works of improvement rather than of destruction. The surviving signers of the charter of our Independance, to whom you are pleased to send monuments of this great atchievement, have the satisfaction of seeing in them an additional manifestation of the blessings resulting from the measures in which, with a host of departed worthies, they ventured to embark their country. as an humble individual of that ~~band~~ body, accept my thanks for this mark of attention, which I tender respectfully to the Corporation of the city of New York, and to yourselves particularly, the organs of their communication, with the assurance of my highest consideration. by your letter of Apr. 28. just now received

Monticello June. 8. 26.

Th: Jefferson

Library Lithography

Gentlemen Baltim

I was this day hig
by your letter of the 28th pa
delivery of the gold me
class, commemorating the
the Erie canal uniting
western lakes, with the
which, as a committee of
of the City of New York
instructed to deliver
of this three surviving
declaration of Independ
United States.

I am much
this testimony of respect, pa
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of New York for the pr
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The compl

Andrew J. Higgins, New York

Gentlemen Baltimore 9th May 1824

I was this day highly gratified by your letter of the 28th ult, and the delivery of the gold medal, of the highest class, commemorating the completion of the Erie canal uniting the great western lakes, with the Atlantic Ocean, which, as a committee of the corporation, of the city of New York, you were instructed to deliver to me, being one of the three surviving signers of the declaration of Independance of these United States.

I am much honoured by this testimony of respect, paid to me, by the order of the common Council of the city of New York for the part I took in signing that important paper.

The completion of the great Work, uniting the Western lakes with the Ocean, does honour to the State of New York; may the benefits resulting from the undertaking amply reward the wise & patriotic exertions of its citizens, and perpetuate to the city of New York its growing prosperity.

Accept, Gentlemen, my thanks for your letter and the satisfaction you have expressed in conveying to me this testimony of public respect

I remain with great respect
Gentlemen Your most hum. Serv.
Ch. Carroll of Carrollton

P.S. I have also received the medal inclosed in a box made of the maple from Lake Erie & the Memoir of the Canals of New York, when printed, I request the favour of you to forward to me it will be a most interesting & instructive communication

Ch. Carroll of Carrollton

R. Riker
John Agnew
Thr Bolton
W. C. Davis.
} Esqrs

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ANSWER O

Gentlemen

I have duly re

Medal of Gold commemora

in the name of the City of New

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instructive communication
Ch. Carroll of Carrollton

Esqrs
Abel
Agnew
Bolton
Davis.

Tolbert's Lith

ANSWER OF Mr MADISON.

Gentlemen

Montpellier May 31. 1826

I have duly received your letter of april 28th. and with it a Medal of Gold. commemorating the completion of the Erie Canal, presented in the name of the City of New York by order of the Common Council: the Medal being accompanied by a box made of Maple brought from the Lake in the first Canal boat the Seneca Chief.

I beg the Corporation to be assured that I feel in its full extent the value of this testimonial of kind respect; and that no one can offer a more cordial tribute of congratulation than myself, on the event commemorated; an event the more splendid when viewed in its contrast with occasions to which such emblems have been often dedicated.

As a Monument of public spirit conducted by enlightened Councils, as an example to other States worthy of emulating enterprize, and as itself a precious contribution to the happy result to our country of facilitated communications and intermingled interests, bringing nearer and binding faster the multiplying parts of the expanding Whole, the Canal which unites the great Western Lakes with the Atlantic ocean, is an achievement of which the State of New York may at all times be proud, and which well merited the homage so aptly paid to it by her great commercial Metropolis.

Be pleased to accept gentlemen individually the expression of my high respect and my best wishes.

James Madison

R. Riker
John Agnew
Jew Bolton
} Esqrs
Wm. A. Burnis

answer of Mr Monroe.

Gentlemen

Having been calle
tion to my private concerns, in
I had not the satisfaction to recei
28th of april, until within

The accomplishment of the
by the State of New York, by which
united with the atlantic ocean, t
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our great republic. By facili
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thereby give a new and power
free & most excellent system of

That this great work should b
the Corporation of New York, in
by the medals which you have c

answer of Mr Monroe.

Gentlemen Oak hill July 3d 1826.

Having been called from home by attention to my private concerns, in another part of the State I had not the satisfaction to receive your letter of the 28th of april, until within a few days past.

The accomplishment of the great work, undertaken by the State of New York, by which the western lakes are united with the atlantic ocean, through the Hudson river, forms a very important epoch in the history of our great republic. By facilitating the intercourse, and promoting the prosperity and welfare of the whole, it will bind us more closely together, and thereby give a new and powerful support, to our free & most excellent system of government.

That this great work should be commemorated, by the Corporation of New York, in the name of the city, by the medals which you have caused to be struck, is a proof of the just estimate which you have formed, of its importance, and of the happy consequences likely to attend it

For the kind sentiments which you have expressed in my favor, and the testimonial you have transmitted to me; of the good opinion of the common council I tender to you my grateful acknowledgment.

with great respect I am Gentlemen
your very obt servant

James Monroe.

R. Ritter, John Agnew, Tho: Bolton & W. A. Davis Esquires. committee of the Corporation of New York.

Messrs R Ruker
John Agnew
W. Bolton
W. A. Davis - a Committee of the Corporation of the City of New York

Washington 23 May 1826.

Gentlemen

I have received from the hands of Mr Cambreleng the medals struck by the Corporation of the City of New York, to commemorate the completion of the Canal which has united the waters of the Western Lakes with those of the Atlantic - an Event among those most worthy of commemoration, in the progress of human Affairs. An Event equally creditable to the Enterprize and Perseverance of the People of New York, and by the accomplishment of which, in honouring themselves they have reflected honour upon the age and Country to which they belong.

Gratefully accepting the medals as a token of the kind remembrance of your City, I tender to you Gentlemen, my warm sensibility to the friendly and flattering terms, with which you have conveyed them to me.

With the respectful and friendly Salutations of your fellow-citizen
John Quincy Adams.

Isaac's Lithography, New York

La Grange June 27th 1826

Gentlemen

The new favor Conferd upon me By the Corporation of the City of Newyork at the same time it excites lively feelings of personal gratitude, is the More Gratifying to My Heart, as it Has Been By You Intended as a Testimony of Regard to the Revolutionary Army of which I am the last Surviving Major General. permit me Therefore in the Name of My Brother Soldiers and in My own Name to present the Corporation With the most Respectful and Affectionate Acknowledgments,

With Every Sentiment of patriotic interest and pride I Had Witnessed the Rapid progress of an Enterprise Highly Honorable to the State of Newyork, to the American Name, and to the principle, Equally dignified and productive, of Self government its final Success Exceeding the most Sanguine Anticipations Has Been Witnessed By me With the Expressible delight and Tears of [illegible]

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ANSWER OF GEN. LAFAYETTE.

La Grange June 27th 1826

Gentlemen

The New favor Conferd Upon me By the Corporation of the City of Newyork, at the same time it excites lively feelings of personal Gratitude, is the More Gratifying to My Heart, as it Has Been By You intended as a testimony of Regard to the Revolutionary Army of which I am the last Surviving Major General. permit me therefore in the Name of My Brother Soldiers and in My own Name to present the Corporation With the Most Respectful and affectionate Acknowledgments,

With Every Sentiment of patriotic interest and pride I Had followed the Rapid progress of an Enterprise Highly Honourable to the State of Newyork, to the American Name, and to the principle, Loudly Dignified and productive, of Self government its final Success, Exceeding the Most Sanguine Anticipations, Has Been Witnessed By me With the Inexpressible Delight. and Now I feel Additional Happiness in possessing The Badges Relative to the Admirable Visit for which I am Indebted to Newyorks Remembrance; Depending on Your Goodness, Gentlemen, to offer to the Common Council My Grateful and Devoted Respects, I Request You also to Receive the Cordial and Respectful Tribute of the Same Sentiments and Have the Honor to be With the Highest Regard Your Most Servant Lafayette

Mr Recorder Riker John Agnew Jno Bolton and R Davis Esquires